

HANFORD GENERAL PLAN



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THE HANFORD GENERAL PLAN


Adopted by the Hanford City Planning Commission
on May 14, 1985

and by the
Hanford City Council
on May 30, 1985

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PART I

INTRODUCTION TO THE GENERAL PLAN

BACKGROUND

The publication of this report culminates intensive effort by the City of Hanford to up-date and revise policies and proposals of the Hanford General Plan as adopted initially in 1973. The General Plan update program was authorized by the Hanford City Council in the spring of 1983. It responds to pressures and opportunities for urbanization which were not envisioned by the 1973 Plan. It reflects requirements of State Law for the inclusion of mandatory elements of the General Plan. The Plan also reflects a number of Plan amendments adopted since 1973, and requests by property owners for amendments filed with the City during 1983.

The first phase of the up-date program involved a complete mapping and evaluation of existing land use patterns, and the identification of significant changes which have occurred since 1970. These maps are on file with The City Planning Department. The second phase involved the preparation of a series of task reports, dealing with the following topics:

- Transportation, Circulation, and Parking
- Population Growth and Economic Activity
- Land Use
- Public Facilities and Services

These task reports were reviewed by the Planning Commission, City Council, various other commissions appointed by the Council (Traffic and Parking, Recreation and Historic Preservation) and by private sector organizations including the local Board of Realtors, the Hanford Improvement Association and the Chamber of Commerce. Task reports have also been reviewed with staff of the Kings County Planning Department.

The third phase of the program was to identify the key policy issues which give direction to policies and proposals contained in this General Plan document, and to proposals depicted graphically on the General Plan Diagram which Diagram is made a part of this report.

The final phase of the program produced a "draft" General Plan document and Environmental Impact Report (EIR). The EIR is incorporated into this General Plan document. The "draft" Plan was further reviewed by the City and County and was made the subject of joint public hearings before the City and County Planning Commissions and the City Council and Kings County Board of Supervisors.

FORMAT AND CONTENT

The General Plan is presented in six parts. Part II begins with a summary of the basic findings and conclusions of previous studies concerning the potential for urbanization and the rationale for urban and environmental policies and proposals of the General Plan. Part III describes the goals and major policies of the Plan.

Part IV presents a description of five major elements of the Plan: land use, transportation and circulation, housing, water-sewer-drainage, and the management of environmental resources. The Environmental Resources Management Element brings together, into single focus, six elements prescribed separately under State Law. They include conservation, open space, seismic safety, public safety, noise, and recreation. A seventh element (scenic highways) has been eliminated from the Plan because it is only required of cities and counties which contain elements of the State Highway System which are included in the State's Master Plan of Scenic Highways. In lieu of this element, the General Plan contains policies relating to urban design and improvement of the aesthetic qualities of major entrances to the City.

The policies and proposals of the General Plan are given added dimension by the General Plan Diagram attached to the inside back cover of this document. The diagram depicts only those proposals which lend themselves to graphic presentation. The Diagram is not the full Plan. The Diagram, together with the full text of this report, constitutes the complete General Plan. The text must be reviewed for specific guidance in implementing the Plan through public and private action.

Part V presents a general strategy and program for Plan implementation. It is included to provide direction to the City rather than committing the City to a specific program of implementation. This flexibility is required in part because of the uncertainties resulting from limitations imposed by recent tax initiatives at the State level on the ability of the City to generate tax revenues.

Part VI fulfills requirements of the California Environmental Quality Act for an Environmental Impact Report on the General Plan. It describes the environmental evaluation conducted during General Plan preparation, and identifies key sections of the General Plan document which meet EIR requirements. The EIR is made an integral part of the Plan document so that its conclusions and mitigation measures will always be readily available as decisions are made concerning Plan implementation and future amendment.

The physical organization of the General Plan permits easy inclusion of amendments over time through use of a loose-leaf binder.

THE ENVIRONMENTAL SETTING

Land Use

The environmental setting of the Hanford planning area is dominated by residential, commercial, and industrial use, with supporting public and semi-public facilities such as schools, hospitals, government offices, public utilities, the municipal airport, and the County Fair grounds. This urban complex is surrounded by productive agricultural land devoted to field crops, permanent crops, dairies, and livestock operations. The entire urban area encompasses approximately 9.5 square miles.

Residential development is concentrated mostly in the area north, east, and west of the Central Business District. However, residential growth south of the CBD has become significant in recent years. Existing and planned industrial use is concentrated well south of existing and planned residential areas along the main line Santa Fe Railroad south of Houston Avenue. A much more limited area of industrial and service commercial use is located east of 10th Avenue along Freeway 198, away from residential areas. Central Commercial development has been expanding both within the Central Business District, along the north and south sides of West Lacey Blvd. west of the Santa Fe Railroad, and in the area between the freeway and East Lacey along both sides of 11th Avenue.

Transportation and Traffic

The community is served by highway, road, airport, and rail facilities. Freeway 198 connects the City with Freeway 99 to the east and to Interstate 5 in western Fresno County. Freeway 198 connects Hanford with the communities of Armona and Lemoore, and with the Lemoore Naval Air Station to the west within Northern Kings County. A network of major and minor county roads provides access to outlying rural areas as well as connection with arterial streets within the community. Arterial and Collector streets within the City are shown in relation to Freeway 198, the County road system, the Santa Fe and Southern Pacific Railroad lines and the municipal airport on Figure I-1.

Changes of traffic volume on selected components at selected locations along the Arterial street system are shown in Table I-1, and the ranking of streets by highest ADT is shown on Table I-2.

Virtually all street and road crossings of the railroads have been signalized over the past decade, eliminating hazards to street and rail traffic. The municipal airport has also been improved for non-jet single and multi-engine general aviation operations, including runway and taxi-way extensions, medium-intensity lighting, and the acquisition

of aviation easements within landing and take-off patterns.

Socio-Economic Condition

The City has an estimated population of approximately 23,400, within a larger urban area of more than 28,000. As the County seat, Hanford serves as the County's center for retail and wholesale trade, commercial services, medical and financial services, entertainment, government employment, and industrial and service employment. While population growth has slowed in recent years, primarily due to the recent economic recession and a reduction in household size, further increase is anticipated due to improved economic conditions generally within the County, the San Joaquin Valley region and the State.

The contribution of individual sectors of the economic base of Hanford-Kings County to the overall economic base, measured in dollars generated per household, is shown in Table I-3, including a comparison with the Southern San Joaquin Valley, the State, and the United States. Table I-4 shows trends in employment, while Table I-5 shows changes in personal income.

Land, Water, Air, Biological, Energy, Archaeological and Historic Resources, and the Noise Environment

Land Resources:

Land resources surrounding the urban area have been devoted primarily to field crops, deciduous fruit and nut crops, and the production of livestock and dairy products. The area is located on a relatively flat terrain which slopes generally from the northeast to the southwest within the drainage basin of the Kings River. Topsoil is moderately alkaline, with low shrink-swell characteristics and moderate limitations on soil bearing structures. The nearest earthquake faults are located more than 60 miles to the east in the Sierra Nevada Range, and in the Coalinga area approximately 50 miles to the west. The community has experienced several noticeable shocks from earthquakes in these two areas over the past few years. The most serious recent quake occurred in the spring of 1983 near Coalinga, but the distance from Hanford was too great to cause local damage. Similar recent quakes have been felt from the Mammoth area more than 100 miles to the north on the east slopes of the Sierra, without local damage. Distance from known active faults places Hanford in an area of low potential for quake damage.

Water Resources:

Groundwater is the source of domestic water supply for the community. The groundwater basin is recharged primarily by infiltration and rainfall, storm water runoff, infiltration from irrigated ditch flows, and water conservation recharge

FIGURE I - 1

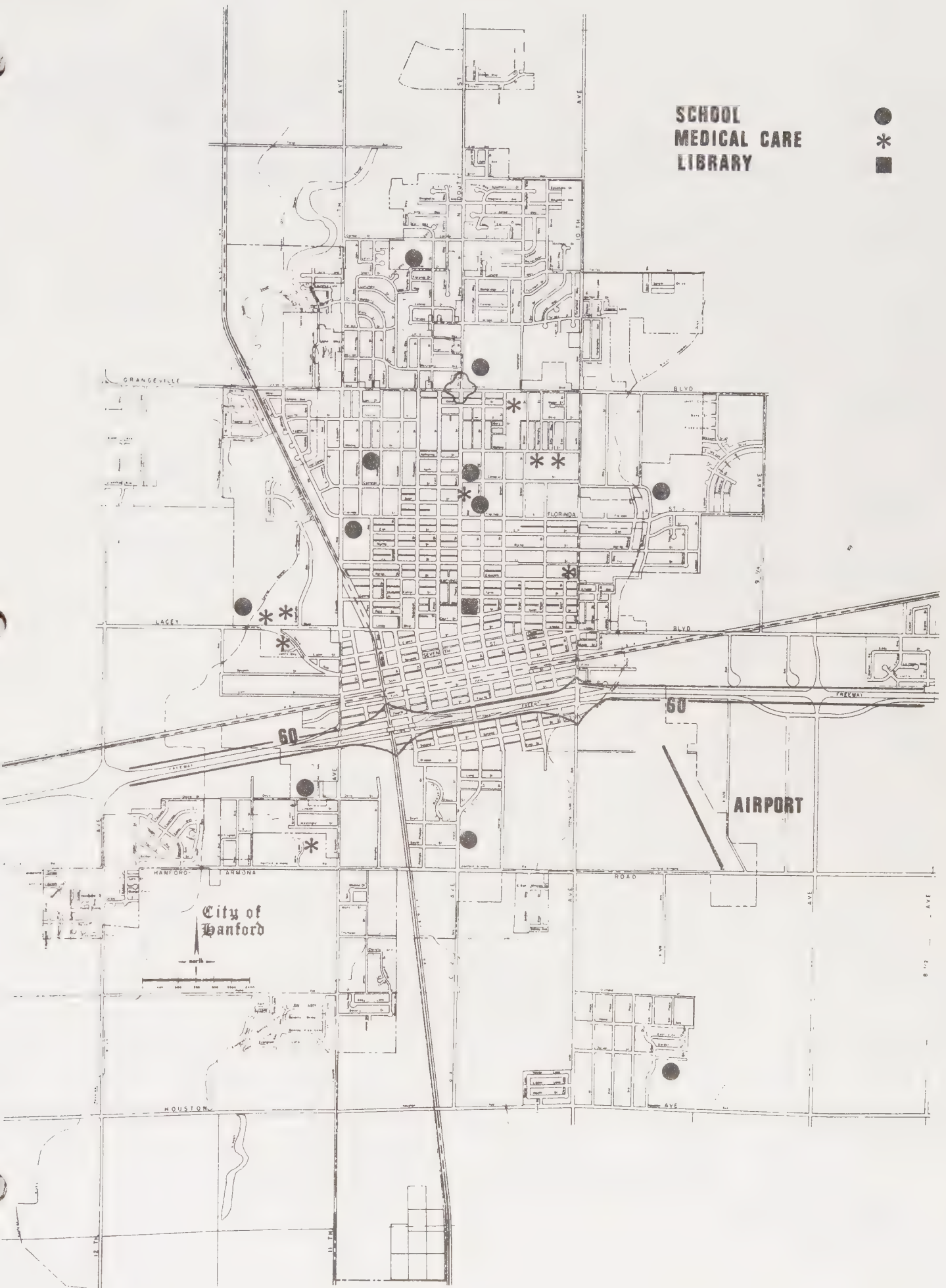


PLATE 6
NOISE CONTOUR MAP
60 dB CONTOUR (L₁₀)
SCHOOL
MEDICAL CARE




CORCORAN

0 500 1000 1500
SCALE

TABLE I - 1

CHANGES IN TRAFFIC VOLUME AT SELECTED
LOCATIONS ALONG THE ARTERIAL STREET SYSTEM

<u>ARTERIAL STREET</u>	<u>STREET SECTION</u>	<u>AVERAGE SECTION VOLUME</u>		<u>% CHANGE</u>
		<u>1969</u>	<u>1981</u>	
10th Avenue	- Freeway to Grangeville	7,775	11,000	44.05
11th Avenue	- Hanford-Armona to Freeway	7,100	8,000	12.68
	- Seventh to W. Lacey	9,650	16,000	72.02
	- Ivy to Grangeville	5,900	11,800	100.00
Douty	- Seventh to Ivy	6,900	8,500	23.18
	- Ivy to Grangeville	6,000	7,600	26.66
	- Grangeville north	5,900	5,800	-1.69
Grangeville	- 10th to Douty	6,850	9,000	31.38
	- Douty to 11th	9,600	11,500	19.79
West Lacey	- 11th to Campus Dr.	6,400	13,400	109.37
	- Redington to 11th	5,230	13,200	152.39
Seventh St.	- 10th to Douty	8,200	9,100	10.97
	- Redington to 11th	7,000	6,900	-1.43

TABLE I - 2

RANKING OF STREETS BY HIGHEST ADT, 1969-1981

<u>FUNCTION</u>	<u>STREET</u>	<u>AVERAGE ADT</u>		<u>% CHANGE</u>
		<u>1969</u>	<u>1981</u>	
Arterial	11th Avenue	11,000	16,600	50.91
Arterial	W. Lacey	6,500	13,400	106.15
Arterial	Grangeville	9,600	11,500	19.79
Arterial	10th Avenue	9,600	11,200	16.67
Arterial	Seventh St.	11,000	9,100	-17.27
Arterial	Sixth St.	6,000	7,000	16.67
Arterial	N. Douty	6,900	8,500	23.19
Arterial	12th Avenue	2,500	5,100	104.00
Collector	Irwin St.	5,500	8,100	65.45
Collector	Redington	4,300	5,500	27.91
Collector	Eighth St.	2,600	4,300	65.38
Collector	Florinda	2,300	2,600	13.04
Collector	Ivy St.	2,100	1,600	-23.81

TABLE I - 3

ECONOMIC BASE COMPARISONS
Kings County, San Joaquin Valley Region, California, & United States
1981

(Dollars Per Household ... Reported Dollars)

Economic Sector	Symbol	Kings County	San Joaquin Valley	State of Calif- ornia	United States
ECON. BASE TOTAL		\$21490	\$19350	\$21560	\$20100
Resources[1]	RES	5450	5130	940	940
Manufacturing	MFG	3300	2290	5410	5460
State Government	ST.	150	720	720	740
Federal Government	FED	840	970	820	810
Military	MIL	3210	380	510	340
Transfer Payments	T.P	4440	4410	4370	4090
Div., Int., & Rent	DIV	3740	4520	6050	5180
Commuting	COM	(370)	(300)	10	(10)
Tourism	TUR	730	1230	2740	2560

Notes: [1] Farm, Agricultural Services, Mining, Forestry, & Fisheries.

Source: Derived from Bureau of Economic Analysis, Local Personal Income, 1976-1981.

Households from State Department of Finance: 1/1/81.

TABLE I- 4

EMPLOYMENT TRENDS & DATA
KINGS COUNTY, SAN JOAQUIN VALLEY, STATE, & NATIONAL
1976-1981

ITEM	KINGS COUNTY	SAN JOAQUIN VALLEY	STATE OF CALI- FORNIA	UNITED STATES
EMPLOYMENT TRENDS				
NUMBER IN 000'S: 1981	34.2	589.8	11943.2	107360.0
ONE YEAR CHANGE: 1980-1981				
NUMBERS IN 000'S:	0.9	11.3	245.3	940.0
% CHANGE IN ONE YEAR:	2.7%	2.0%	2.1%	0.9%
FIVE YEAR CHANGE: 1976-1981				
NUMBERS IN 000'S:	4.4	90.6	2252.8	12434.4
AVERAGE ANNUAL CHANGE(000)	0.9	18.1	450.6	2486.9
% CHANGE IN 5 YEARS:	14.8%	18.1%	23.2%	13.1%
% OF LARGER AREA				
1981	5.8%	4.9%	11.1%	...
1980	5.8%	4.9%	11.0%	...
1976	6.0%	5.2%	10.2%	...
EMPLOYMENT PER HOUSEHOLD				
1981	1.43	1.36	1.36	1.31
1980	1.42	1.38	1.37	1.32
1976	1.37	1.39	1.27	1.28
EMPLOYMENT DATA.....NUMBERS IN 000'S				
1981	34.2	589.8	11943.2	107360.0
1980	33.3	578.5	11697.9	106420.0
1976	29.8	499.2	9690.4	94925.6

SOURCE: EMPLOYMENT: BUREAU OF ECONOMIC ANALYSIS: APRIL 1983
HOUSEHOLDS: COUNTIES & STATE: DEPT. OF FINANCE (ADJUSTED TO THE 1980 CENSUS
U.S.: BUREAU OF CENSUS, DEPT.OF COMMERCE

TABLE I- 5
 PERSONAL INCOME TRENDS & DATA ... 1983 DOLLARS
 KINGS COUNTY, SAN JOAQUIN VALLEY, STATE, & NATIONAL
 1976-1981

ITEM	KINGS COUNTY	SAN JOAQUIN VALLEY	STATE OF CALI- FORNIA	UNITED STATES
PERSONAL INCOME TRENDS 1983 DOLLARS				
MILLIONS OF DOLLARS: 1981	732.7	13678.	320839.	2666282.
ONE YEAR CHANGE: 1980-1981				
MILLIONS OF DOLLARS:	-13.1	-276.	4132.	32198.
% CHANGE IN ONE YEAR:	-1.8%	-2.0%	1.3%	1.2%
FIVE YEAR CHANGE: 1976-1981				
MILLIONS OF DOLLARS:	43.4	1240.	43041.	214355.
AVERAGE ANNUAL CHANGE:\$MIL	8.7	248.	8608.	42871.
% CHANGE IN 5 YEARS:	6.3%	10.0%	15.5%	8.7%
% OF LARGER AREA				
1981	5.4%	4.3%	12.0%	...
1980	5.3%	4.4%	12.0%	...
1976	5.5%	4.5%	11.3%	...
PERSONAL INCOME PER HOUSEHOLD ... 000'S OF 1983 DOLLARS				
1981	30.7	31.7	36.6	32.4
1980	31.7	33.3	37.0	32.6
1976	31.8	34.6	36.5	33.1
PERSONAL INCOME DATA MILLIONS OF 1983 DOLLARS				
1981	732.7	13678.	320839.	2666282.
1980	745.8	13955.	316707.	2634084.
1976	689.3	12438.	277798.	2451928.

NOTE: CURRENT CONSUMER PRICE INDEX IS 301.8

to sloughs. Remnants of the Mussel Slough pass through various sections of Hanford, with much of the slough area having been acquired by the City for surface water drainage. The West and East branches of the People's Ditch pass through the urban area west of 11th Avenue and east of 10th Avenue, respectively. These ditches transfer Kings River water to agricultural lands in the southern part of the County, and serve as a means to accommodate some of the surface water runoff generated within the urban area.

Groundwater quality is very good at levels from which the City draws its supplies, with the exception of alleged arsenic contamination under revised standards adopted by the Federal Environmental Protection Agency. Levels of arsenic range from 0.05 to 0.08 parts per million, as compared to the Federal standard of 0.05 ppm. The City is currently seeking Federal studies to disprove that current arsenic levels are a danger to public health, as a scientific basis for a realistic standard. If not successful in this objective, the City will be required to drill new wells at depths which will meet the 0.05 ppm standard.

Air Quality:

Air quality does not presently meet state or federal standards for the local air basin for a substantial number of days during the period May through October. Standards for total suspended particulates are exceeded regularly. Kings County is unclassified for other pollutants since no monitoring has taken place. However, pollutants such as SO₂ and nitrous oxides (N₂O) are known to contribute to the deterioration of air quality, generated by both mobile and stationary sources in the Hanford area, and more significantly from areas of the San Joaquin Valley such as Fresno and Bakersfield and even from areas outside of the Valley (San Francisco Bay Area) as the result of regional and interregional pollution transfer borne by prevailing and secondary wind patterns.

Periods of air pollution are heightened during fall months when the temperature inversion common to the Valley traps pollutants within a warm air mass below a layer of cool air. In the winter, this inversion pattern reverses, trapping cool air below a warm air mass, and creating conditions favorable to frequent heavy fog conditions. While prevailing winds are from the northwest and are normally moderate in velocity (5 - 15 mph), the second and third most common wind directions are northeast and southeast during the fall and spring. The SE winds are especially important with respect to the potential for experiencing odor, the spreading of toxic chemicals and particulates which could be released within the urban area as the result of operational upsets of local industries.

The County has adopted a Nonattainment Area Plan (NAP) in response to Federal and State requirements which only addresses the ozone problem (the local, regional, and interregional generation of pollutants which generate photochemical smog). Particulates remain as a primary problem. Particulates are generated primarily from the wind-borne transfer of soil particles from Valley farms, and secondarily from poor maintenance of vacant property and from uncontrolled construction activities during periods of high wind.

Energy Resources

There are no direct sources of energy within the community except those resulting from the installation of solar power units on a private basis. All other energy resources (except wood burning) are provided by the Southern California Gas Company, Southern California Edison Company, and The Pacific Gas and Electric Company. Few industries within Kings county have constructed units through conversion cogeneration of energy from waste products.

High summer temperatures create high demands for electrical energy needed to operate air conditioning systems. Relatively mild winter temperatures (seldom falling below freezing) moderate demands for energy required in heating.

Biological Resources:

There are no rare or endangered species of plants or animals within the existing and planned boundaries of the Hanford urban area. The most natural areas are remnants of the Mussel Slough which are important for storm water disposal and recreation. Biological resources (other than agricultural crops and ornamental trees and shrubs within developed areas) are limited to annual grasses and noxious weeds on vacant lands, and to small animal and bird populations common to the area. Common mammals include ground squirrels, rabbits, mice, gophers and opossum. Common birds include robin, mourning dove, meadowlark, sparrow, crow, barn swallow, wren, mockingbird, bluejay, and blackbird. The entire City has been declared a bird sanctuary. The City also exercises policies through the development review process to avoid the loss of significant existing mature trees and shrubs which are in a healthy condition.

Archaeological and Cultural Resources:

All sites having archaeological significance in the vicinity of Hanford have been identified by the California State University at Fresno Laboratory of Archaeological/Cultural Resource Facility. All such sites have previously been identified as lying well outside of the existing and planned urban area under this General Plan. Cultural building resources of historic significance have been identified by

the City's Historic Preservation Committee. The City has established boundaries encompassing such areas, such as most of the Central Business District and China Alley, to encourage private investment in the preservation and reconstruction of older buildings having historic character. Many private efforts have since been completed, including the Old Phone Building, the Hanford Theater, the Laundry Building, the Artesia Hotel, and the Hanford Furniture building, and others are in process.

The Noise Environment:

Major noise sources within the Hanford urban area are traffic on Freeway 198, high volume surface streets, the railroads and aircraft operations (general aviation and crop dusting). Agricultural operations near residential areas also create intermittent noise problems. Stationary noise sources associated with commercial and residential land use generally are acceptable.

The Noise Element of the General Plan prepared by the Kings County Regional Planning Agency in 1977 identifies noise source locations and levels of noise at these locations. Figure I-2 shows the location of noise measurement stations within the urban area; Figure I-3 shows the 60 dB (L-10) noise contours in relation to the freeway and the intersection of Grangeville Blvd. and Douty Street; Figure I-4 shows noise contours associated with the municipal airport; and Table I-6 indicates the noise levels measured in 1975 at the 42 locations shown on Figure I-2. Noise from railroads may at times reach noise levels up to 94 (dB) for locomotives at a distance of 150 feet from the tracks.

This information is important to the location and design of various public and private projects where noise levels may require mitigation in the process of development plan approval by the City. This information has also been used in developing proposals of the Land Use Element described in Part 4 of this General Plan document.

FIGURE I - 2

URBAN AREA NOISE MEASUREMENT STATIONS

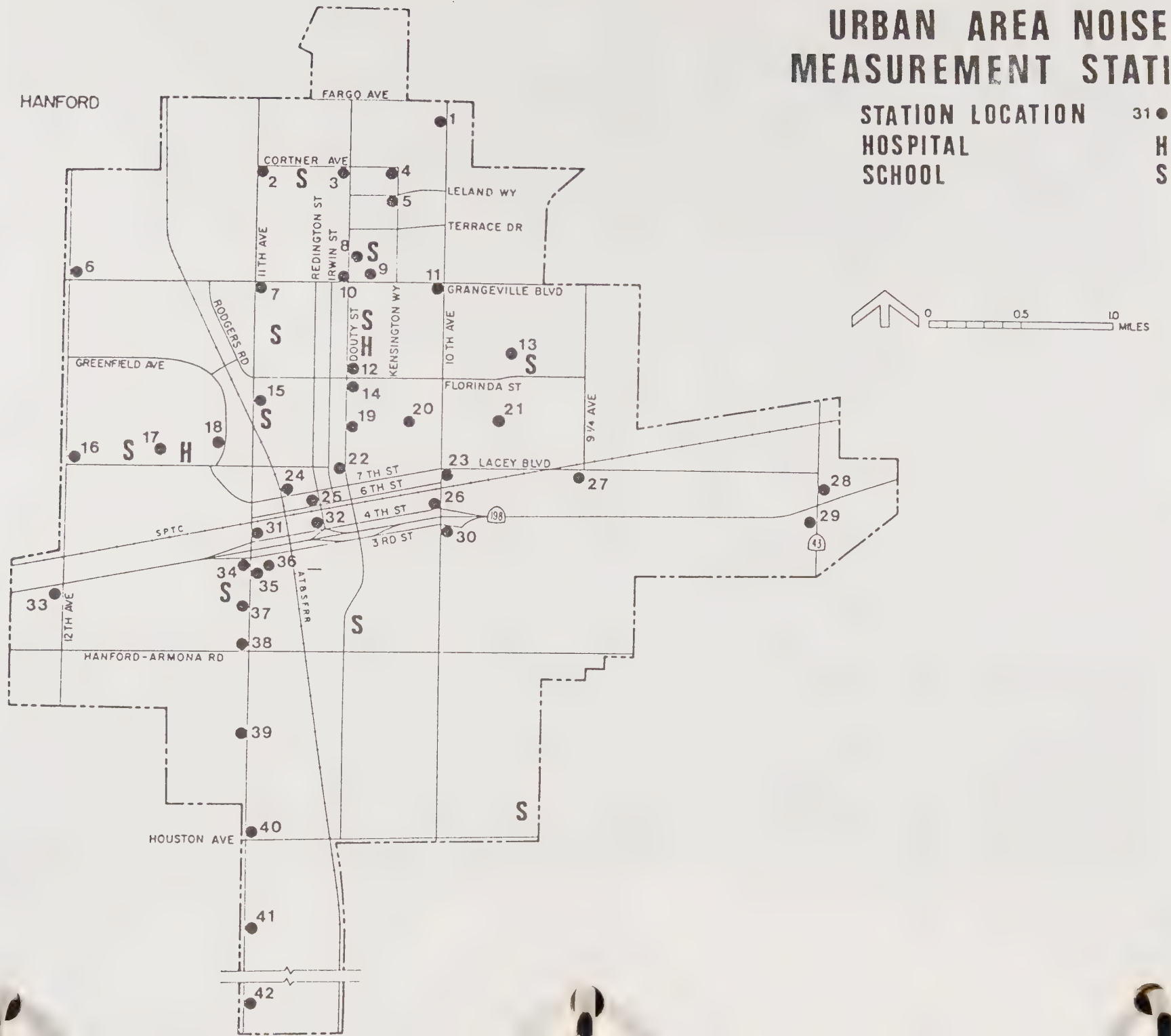


FIGURE I - 3

NOISE CONTOUR MAP

60 dB CONTOUR (L_{10})

SCHOOL

MEDICAL CARE

LIBRARY

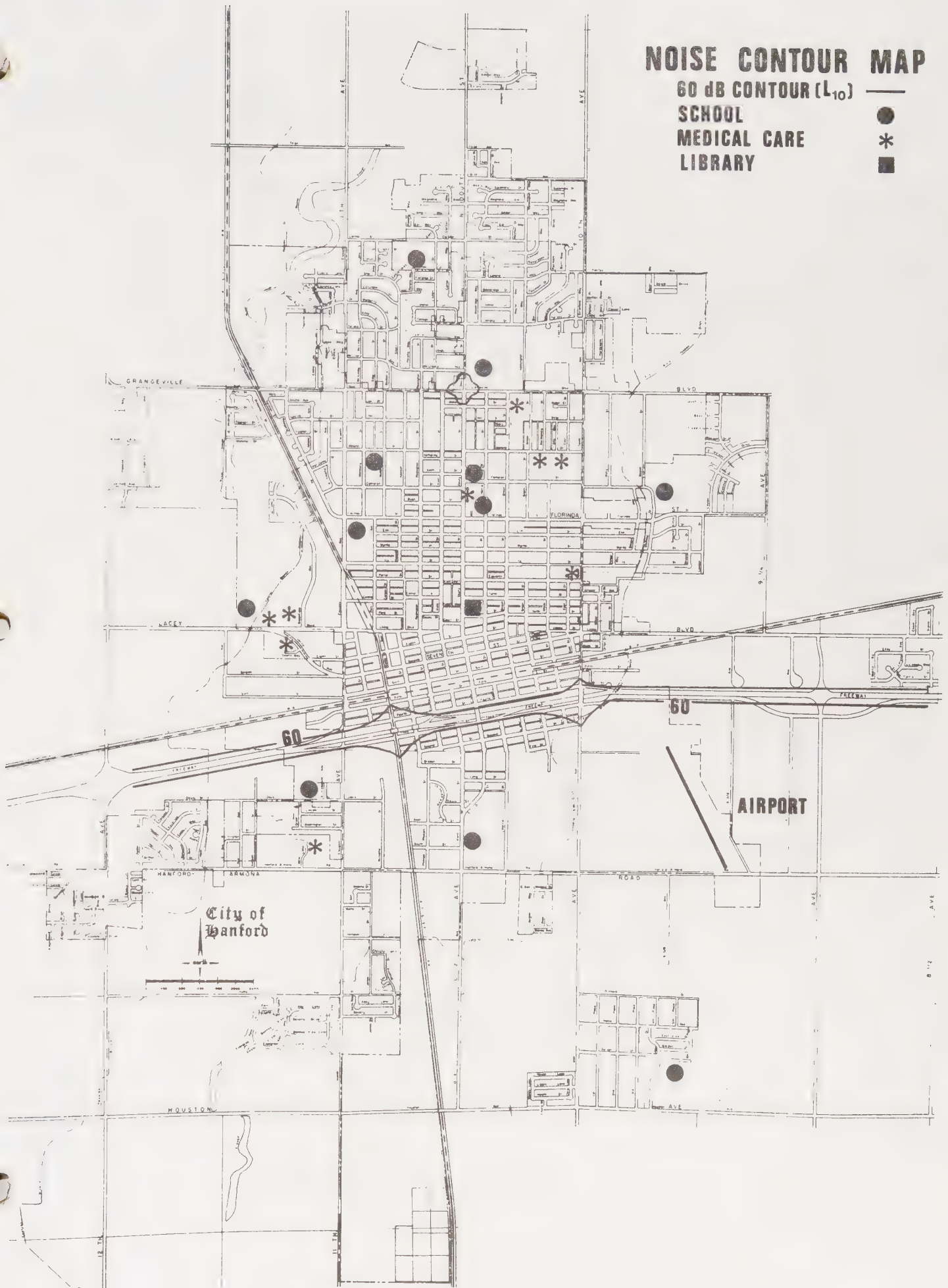


PLATE 6
NOISE CONTOUR MAP
60 dB CONTOUR (L_{10})
SCHOOL
MEDICAL CARE



CORCORAN



FIGURE I - 4

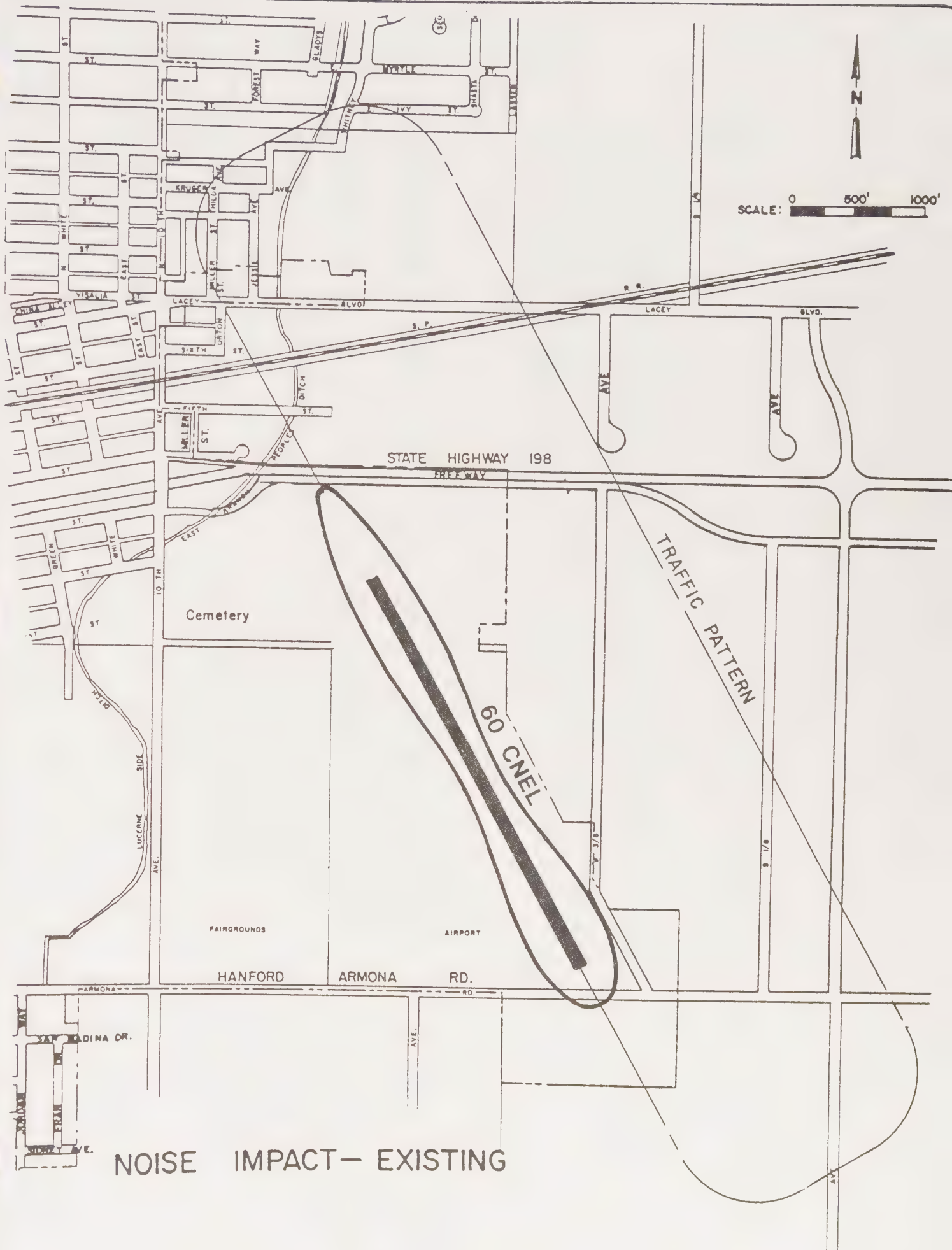


TABLE T - 6

NOISE MEASUREMENT LOCATIONS AND RESULTS: HANFORD 1975

Measurement No.	Location	Time of Day	Noise Levels: dBA					
			L min	L 90	L 50	L EQ	L 10	L max
H-1	Birch & 10th Ave.	1500	39	40	47	49	50	54
H-2	Cortner & 11th	1517	37	40	49	50	53	59
H-3	Cortner & Douty	1540	40	42	49	51	53	60
H-4	Cortner & Kensington	1555	38	45	47	50	53	64
H-5	Kensington & Leland Way	1615	39	46	47	49	52	62
H-6	Grangeville & 12th	0935	38	43	46	47	51	67
H-7	Grangeville & 11th	0950	42	47	49	52	54	68
H-8	0.1 mi. N. of Grangeville & Douty	0845	43	50	51	52	54	66
H-9	0.1 mi. E. of Grangeville & Douty	0830	42	47	50	51	55	67
H-10	Grangeville & Douty	0855	45	51	53	55	59	68
H-11	Grangeville & 10th	0910	42	45	48	49	53	64
H-12	0.1 mi. N. of Douty & Florinda	1015	44	50	52	53	55	67
H-13	0.4 mi., 0.1 mi. N. Florinda & 10th	1040	42	48	50	52	55	63
H-14	Florinda & Douty	1055	44	48	50	51	56	69
H-15	0.2 mi. S. of 11th & Rogers	1410	45	49	51	52	56	66
H-16	12th & Lacey	1100	40	45	46	49	52	65
H-17	0.6 mi. E., 0.1 mi. N. 12th & Lacey	1120	44	47	49	52	56	64
H-18	0.1 mi. N. Lacey & Greenfield	1135	45	49	51	52	55	66
H-19	0.2 mi. S. of Douty & Florinda	1430	39	43	47	49	51	59
H-20	0.2 mi. S., 0.2 mi. E. of 10th & Florinda	1445	39	42	46	48	52	60
H-21	0.2 mi. S., 0.3 mi. E. of 10th & Florinda	1510	38	44	47	48	51	57
H-22	0.1 mi. N. of 7th & Douty	0840	43	51	54	56	58	66
H-23	Lacey & 10th	0920	48	51	54	55	59	69
H-24	7th & ATSF R.R.	0900	50	52	56	57	61	68
H-25	6th & Reddington	1520	54	55	58	59	62	67
H-26	10th & 4th	1330	51	52	53	55	59	69
H-27	Lacey & 9 1/4	0945	52	52	53	54	59	68
H-28	0.1 mi. N. Hwy. 198 & Hwy. 43	1620	53	55	56	57	59	69
H-29	0.1 mi. S. Hwy 198 & Hwy. 43	1650	54	55	57	58	62	67
H-30	10th Ave. & 3rd St.	1025	51	53	56	58	61	66
H-31	11th Ave. & 4th St.	1010	52	53	55	57	60	73
H-32	4th St. & Reddington	1140	54	56	59	60	63	70
H-33	12th St. & Hwy. 198	1520	51	53	56	59	61	72
H-34	11th Ave. & 3rd St.	1150	52	56	60	62	65	74
H-35	0.1 mi. S. of 11th & 3rd Sts.	1120	54	57	62	63	66	72
H-36	0.1 mi. S., 0.1 mi. E. of 11th & 3rd Sts.	1055	56	58	63	64	69	70
H-37	0.2 mi. S. of 11th & 3rd Sts.	1215	48	50	52	54	58	64
H-38	Hanford-Armona & 11th	1525	46	48	50	51	55	60
H-39	0.4 mi. S. of Hanford-Armona & 11th	1505	44	47	49	51	54	67
H-40	11th Ave. & Houston	0940	41	43	46	48	51	69
H-41	0.5 mi. S. of 11th & Houston	0920	42	44	46	47	50	66
H-42	0.8 mi. S. of 11th & Houston	0930	40	45	47	48	51	71

PART II

THE RATIONALE FOR URBAN EXPANSION

THE INFLUENCE OF PAST GENERAL PLAN POLICY

Hanford's first comprehensive General Plan was prepared during 1969-1972 and was adopted in 1973. Since that time, several new elements of the General Plan were adopted in response to State mandates. More than a dozen major amendments were also adopted in the interim, along with specific plans for the development of the Central Business District (CBD) and Civic Center areas. With these changes, the General Plan has stimulated economic growth and population increase, the enhancement of the visual and functional character of the CBD and new and expanded areas of housing, recreation, commercial and industrial use. General Plan policy clearly has been a major force in affecting the character of the urban pattern.

Prospects for continued urban expansion remain significant. These prospects are discussed in Part II under the topics of population and housing, changes in economic activity, land use and major policy issues. Anticipated growth and change in economic activity provide much of the basis for policies and proposals of the various elements of the General Plan as described in Part IV.

POPULATION AND HOUSING GROWTH TRENDS AND PROJECTIONS

CHANGE SINCE 1970

Since the 1970 Census, the population of the Hanford Urban Area¹ has increased from approximately 24,000 to 29,000, while adding approximately 3,400 new housing units. The incorporated population has increased from 15,670 to 23,000 while the unincorporated population has decreased from approximately 8,330 to 6,000.

At first glance it would seem that a 5,000 net increase in the urban area population occurred with an average of only

¹The Hanford urban area is bounded by Flint Avenue on the north, Jackson Avenue on the south, Highway 43 on the east and the line of 12-1/2 Avenue on the west.

1.47 persons per housing unit. However, the new population had an average of 2.22 persons per housing unit. This disparity is explained largely by the fact that the size of pre-1970 households within and outside the city limits has declined as families have aged and children matured and left the community.

The 29% decrease in the unincorporated population is due mostly to annexations of established residential areas by the City. However, the 6,000 people still residing within the unincorporated area, and their location, continue to pose issues for General Plan policy which are discussed later in Part II.

A most significant statistic is that the new population since 1970 has occurred with a greatly reduced average household size for the nearly 13 year period, reflecting a drop from approximately 3.08 to 2.22 persons. This reflects in part the decrease in family size of the older population as discussed above. More importantly, however, it reflects significant changes in the formation of new households which have occurred throughout California and the nation, and greater demand for multi-family housing as the result of the high cost of conventional single-family detached housing. Fully 48% of all new housing since the fall of 1969 has been in the multi-family category.

POPULATION AND HOUSING PROJECTIONS

Population projections developed in 1970 as the basis for the previous General Plan proved to be overly optimistic. Projections for the County by 1980 proved to be on target, but the distribution given to the Hanford Urban Area was high as compared to Lemoore and other communities. More conservative projections are shown in Table II-1 for the next 17 years to take into account reduced household size and more modest expectations on economic growth within the County. Projections of Table II-1 are fairly consistent with those prepared by the Kings County Regional Planning Agency which anticipates an urban area population of approximately 40,000 by the year 2000.

TABLE II-1

POPULATION AND HOUSING PROJECTIONS FOR THE
HANFORD URBAN AREA, 1983-2000

<u>Year</u>	<u>Population</u>	<u>Households</u>	<u>Housing Units</u>	<u>Community Avg.Pop/ Household</u>	<u>Pop./HHLD for Added Population</u>
1983 Est.	28,000	10,080	10,850	2.877	2.22
1990	35,150	12,750	13,560	2.856	2.30
1995	38,610	14,230	15,140	2.843	2.35
2000	41,800	15,560	16,550	2.833	2.40

The difference between the number of households and the number of housing units in the projections reflects a fairly constant vacancy rate of approximately 6% over the next 17 years. While the vacancy rate may vary somewhat, an overall lesser rate is expected than over the past six years (which has increased from 6.1% to 7.1%) through a more cautious attitude in the housing industry toward avoiding overbuilding and of tailoring housing types more closely to realistic expectations of demand. Since 1977, the vacancy rates increased as the result of some overbuilding in relation to realistic housing demand. It was during this period that mortgage rates jumped substantially before the housing industry could react to slow down the rate of new construction of conventional single-family detached housing, while increasing the rate of multi-family development.

Of the approximately 5,700 new housing units expected by 1990, only 40% (2,300) are expected to be conventional single-family detached housing. The remaining 60% (3,400) are expected to be mostly in the form of purchase condominium, zero lot line and manufactured housing on permanent foundations, and of rental duplexes, triplexes, fourplexes and apartments. This increased emphasis on medium and higher density housing will profoundly affect the location and amount of land required for new housing, as discussed in Part IV.

The anticipated household size of the new population is expected to rise slightly from the 2.22 average experienced during 1970-1983 because of the maturing of the population born during the 1960's when family size typically was larger than at present. Overall, the rise is only expected to be slight because older households will continue to decrease in size as they age.

CHANGES IN ECONOMIC ACTIVITY

EMPLOYMENT

The contribution of individual sectors of the economic base of Hanford and Kings County to the overall economic base, measured in dollars generated per household, is shown in Table II-2. This table also provides a comparison with the Southern San Joaquin Valley, the State and the United States.²

The five major contributors to the local economic base are agriculture (including other resource activities), transfer payments (i.e., social security, retirement, medicaid, welfare, etc.), dividends (including interest and rent), manufacturing and the military in that order. Since 1969, local employment in agriculture has continued downward, military employment has stabilized, and employment in manufacturing and services has increased. However, the overall decline in agricultural employment has been sufficiently great to increase substantially the percentage of unemployment county-wide, despite increases in other sectors.

Table II-3 shows an increase in employment within Kings County of 14.8% since 1976, but lower than the increases for the San Joaquin Valley and the State, and higher than the increase for the entire country. An important indicator of relative improvement is that the number of employed persons per household has increased for Kings County (from 1.37 to 1.43), at a level greater than the other three areas.

An important negative indicator of activity as shown in Table II-2 is that the County has a high rate of loss in the category of Commuting. This means that a net loss is occurring through employment within Kings County by people who reside outside of the County. It also indicates there is room for improving local employment, especially in Manufacturing, if skill levels of the local labor force can be improved over time.

PERSONAL INCOME

Table II-4 shows that personal income within the County has increased at a rate lower than that for the region, state and nation. Measured in constant 1983 dollars, the rate for 1980-1981 actually declined as a reflection of recessionary economic conditions. In 1967, personal income in Kings

²Fresno, Kern, Kings and Tulare Counties comprise the Southern San Joaquin Valley.

TABLE II-2

ECONOMIC BASE COMPARISONS
Kings County, San Joaquin Valley Region, California, & United States
1981

(Dollars Per Household ... Reported Dollars)

Economic Sector	Symbol	Kings County	San Joaquin Valley	State of Calif- ornia	United States
ECON. BASE TOTAL		\$21490	\$19350	\$21560	\$20100
Resources[1]	RES	5450	5130	940	940
Manufacturing	MFG	3300	2290	5410	5460
State Government	ST.	150	720	720	740
Federal Government	FED	840	970	820	810
Military	MIL	3210	380	510	340
Transfer Payments	T.P	4440	4410	4370	4090
Div., Int., & Rent	DIV	3740	4520	6050	5180
Commuting	COM	(370)	(300)	10	(10)
Tourism	TUR	730	1230	2740	2560

Notes: [1] Farm, Agricultural Services, Mining, Forestry, & Fisheries.

Source: Derived from Bureau of Economic Analysis, Local Personal Income, 1976-1981.

Households from State Department of Finance: 1/1/81.

TABLE II-3
EMPLOYMENT TRENDS & DATA
KINGS COUNTY, SAN JOAQUIN VALLEY, STATE, & NATIONAL
1976-1981

ITEM	KINGS COUNTY	SAN JOAQUIN VALLEY	STATE OF CALI- FORNIA	UNITED STATES
------	-----------------	--------------------------	-----------------------------	------------------

EMPLOYMENT TRENDS

NUMBER IN 000'S: 1981	34.2	589.8	11943.2	107360.0
ONE YEAR CHANGE: 1980-1981				
NUMBERS IN 000'S:	0.9	11.3	245.3	940.0
% CHANGE IN ONE YEAR:	2.7%	2.0%	2.1%	0.9%
FIVE YEAR CHANGE: 1976-1981				
NUMBERS IN 000'S:	4.4	90.6	2252.8	12434.4
AVERAGE ANNUAL CHANGE(000)	0.9	18.1	450.6	2486.9
% CHANGE IN 5 YEARS:	14.8%	18.1%	23.2%	13.1%

% OF LARGER AREA

1981	5.8%	4.9%	11.1%	...
1980	5.8%	4.9%	11.0%	...
1976	6.0%	5.2%	10.2%	...

EMPLOYMENT PER HOUSEHOLD

1981	1.43	1.36	1.36	1.31
1980	1.42	1.38	1.37	1.32
1976	1.37	1.39	1.27	1.28

EMPLOYMENT DATA.....NUMBERS IN 000'S

1981	34.2	589.8	11943.2	107360.0
1980	33.3	578.5	11697.9	106420.0
1976	29.8	499.2	9690.4	94925.6

SOURCE: EMPLOYMENT: BUREAU OF ECONOMIC ANALYSIS: APRIL 1983
HOUSEHOLDS: COUNTIES & STATE: DEPT. OF FINANCE (ADJUSTED TO THE 1980 CENSUS)
U.S.: BUREAU OF CENSUS, DEPT. OF COMMERCE

County represented 0.28% of total personal income in the state, and 6.8% of total personal income in the 4-county Valley area (Fresno, Kern, Kings and Tulare Counties). By 1981, these percentages had dropped significantly to 0.23% and 5.35%, respectively. The major factor in this decrease has been the drop in personal income due to agriculture, following the continuing trend of the last several decades of a reduction in agricultural employment. Heaviest losses are in labor related to field crops because of greater dependence on mechanization. The influence of large-scale flooding of agricultural acreage, several years of adverse weather and decreases in opportunity for international crop export have also been important factors in recent years.

PROSPECTS FOR ADDED EMPLOYMENT

Industrial

In 1975, the City established the Kings Industrial Park in South Hanford through its Redevelopment Agency to provide new industrial sites served by municipal utilities. The Park was recently expanded by the Agency to include more than 600 additional acres so that large sites would be available for industrial use, with municipal water and sewer service. This action places the City in an excellent position to attract new industries which would create jobs needed to offset declines in employment in other sectors of the local economy, especially agriculture.

At this point, there is no way of estimating probable levels of future industrial employment. Labor intensive industries could add several thousand new jobs, with additional jobs created in trade and services. Much will depend on the extent to which the San Joaquin Valley as a whole is targeted for industrial location by major companies desiring to serve the West Coast market.

Recent studies by the State Department of Finance indicate that the Valley already is experiencing one of the fastest growth rates in the State, and that this trend is likely to continue as industrial sites and affordable housing become more scarce within major metropolitan areas. With this prospect for the Valley, Hanford is bound to gain a reasonable fair share of new industrial jobs by 1990, probably in the range of 500 - 2,000.

While industrial expansion prospects look good, care is required in the selection of industries which will not adversely affect the local environment through risks of upset and hazards to public health and safety. Recent action by the City in approving industrial park expansion reflects this concern. Industrial performance standards of the zoning ordinance are being revised to provide greater

control in avoiding adverse effects, and the City intends to take steps to better monitor existing industries to eliminate existing adverse conditions.

Military Employment

It is more important to note that base loading of personnel at NAS Lemoore cannot be expected to importantly affect population and employment growth, at least in the short-term. Of the 6,350 military and civilian personnel now attached to the base, 2,350 of them require housing off-base, with most of them located in the Hanford-Lemoore area. Current known levels of expansion due to the F-18 training program have increased the number of personnel requiring off-base housing from 2,350 in FY 1983 to 2,900 in FY 1984, dropping to 2,550 in FY 1985 and to 2,050 in FY 1986-1988. The net gain will be short-lived and eventually will be less than current demand because fewer personnel will be required for maintenance of the new F-18 jets.

Long-term prospects for increased base loading are purely speculative at this time. Several events are planned by the Navy throughout its entire US basing system, including adding two new air wings, a reserve squadron and an expanded adversary squadron. Whether operations from other bases will be shifted to Lemoore will largely depend on the capacity of existing air stations. If one or more air stations on the West Coast were to shut down (e.g. El Toro, Miramar, Alameda, Moffet Field), a shift to Lemoore of some operations could be expected.

Proposed Avenal State Prison and Prospects For a Corcoran Prison

The proposed 3,000 bed Avenal State Prison is expected to provide 825-925 permanent jobs in direct support of the prison, including correctional officers and other personnel required to fill the more than 400 job classifications in the prison system. A phased loading of the prison is anticipated, with full employment reached by 1986 if Phase 1 construction is completed by January, 1985. Total employment, including jobs generated indirectly in the local economy could be as great as 1,200 - 1,500, depending on where prison employees choose to live. Not all of the population and employment growth can be expected to center on Avenal, and some benefits could accrue to Hanford. Certainly, the added purchasing power will benefit Hanford as the principal shopping area of the County.

If current efforts by the City of Corcoran to obtain State approval of a second prison in the County are successful, the total impact on Hanford of both prisons would more than double because of Corcoran's closer proximity to Hanford.

TABLE II-4
 PERSONAL INCOME TRENDS & DATA ... 1983 DOLLARS
 KINGS COUNTY, SAN JOAQUIN VALLEY, STATE, & NATIONAL
 1976-1981

ITEM	KINGS COUNTY	SAN JOAQUIN VALLEY	STATE OF CALI- FORNIA	UNITED STATES
PERSONAL INCOME TRENDS 1983 DOLLARS				
MILLIONS OF DOLLARS: 1981	732.7	13678.	320839.	2666282.
ONE YEAR CHANGE: 1980-1981				
MILLIONS OF DOLLARS:	-13.1	-276.	4132.	32198.
% CHANGE IN ONE YEAR:	-1.8%	-2.0%	1.3%	1.2%
FIVE YEAR CHANGE: 1976-1981				
MILLIONS OF DOLLARS:	43.4	1240.	43041.	214355.
AVERAGE ANNUAL CHANGE:\$MIL	8.7	248.	8608.	42871.
% CHANGE IN 5 YEARS:	6.3%	10.0%	15.5%	8.7%
% OF LARGER AREA				
1981	5.4%	4.3%	12.0%	...
1980	5.3%	4.4%	12.0%	...
1976	5.5%	4.5%	11.3%	...
PERSONAL INCOME PER HOUSEHOLD ... 000'S OF 1983 DOLLARS				
1981	30.7	31.7	36.6	32.4
1980	31.7	33.3	37.0	32.6
1976	31.8	34.6	36.5	33.1
PERSONAL INCOME DATA MILLIONS OF 1983 DOLLARS				
1981	732.7	13678.	320839.	2666282.
1980	745.8	13955.	316707.	2634084.
1976	689.3	12438.	277798.	2451928.

NOTE: CURRENT CONSUMER PRICE INDEX IS 301.8

RETAIL TRADE AND SERVICES

The Existing Retail Commercial Market

Hanford has enjoyed a considerable increase in retail sales during the past 12 - 14 years. Adjusted for the value of the dollar in 1983 for the period 1972-1982, sales increased approximately 36% by 1979, prior to the decline in sales experience during the recent recession (see Table II-5 and Figure II-1). By comparison, the population within Hanford's local trade area increased by only 26% for the same period.

Trends in retail sales have been analyzed for this report in three categories:

1. Convenience goods: Including food, liquor and service stations.
2. Shopping goods: Including department stores and general merchandise, apparel, specialty and home furnishings and appliances.
3. Other Establishments: Including eat and drink, building materials and farm implements, and auto and vehicle dealers.

Strengths and weaknesses in these categories are displayed on file with the City Planning Department which show that Hanford is strong in the convenience goods category, with an overall performance rating of close to 90% of available purchasing power within the local trade area.

(Note: Performance ratings are shown at the bottom of Figure II-1, and are measured by the proportion of purchases made by County residents within the City of Hanford. When the figures are less than 100%, it indicates that a significant number of County residents are making purchases at stores in other areas. When the figures are more than 100%, it indicates that residents from other trade areas are buying in Hanford or that local residents are making larger than average purchases, or both).

The most useful data is that provided for individual store types. In the convenience goods category, food and drug sales are very strong, while liquor sales are weak. Drug store sales are especially dramatic as the result of new store construction in 1977 and 1978. This high performance indicates that the larger drug stores are attracting some of the sales normally attributable to department type stores

TABLE II-5
RETAIL SALES.....TOTAL: 1983 \$'S
CITY OF HANFORD
1972-1982

MILLIONS OF 1983 \$'S

ITEM	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL RETAIL	179.8	188.4	200.2	208.9	224.6	227.4	230.1	244.6	240.5	225.2	221.5
FOOD STORES	38.3	40.5	46.1	54.9	55.8	53.3	46.5	46.6	48.2	52.8	57.5
DRUG STORES	8.8	8.9	8.6	8.4	9.3	11.4	15.3	16.2	15.6	15.3	15.6
LIQUOR STORES	3.5	3.6	3.4	3.3	3.3	3.3	2.9	3.0	2.7	2.3	1.9
SERVICE STATIONS	21.2	18.2	22.4	23.2	24.3	28.5	31.0	38.3	47.0	39.0	36.6
EAT & DRINK ESTABLISHMENTS	10.3	12.2	12.6	13.0	14.6	14.4	14.6	15.6	14.8	14.4	14.3
DEPARTMENT & GENERAL MERCHANDISE	22.9	23.7	24.3	23.3	26.4	23.7	21.4	19.6	18.1	18.5	18.1
APPAREL STORES	8.5	9.5	9.3	8.9	8.6	8.6	8.1	8.5	8.2	7.8	7.3
SPECIALTY & OTHER STORES	8.4	12.2	13.0	12.7	15.3	14.7	13.0	14.7	18.1	17.0	15.4
FURNITURE-APPLIANCES-HOUSEWARES	9.0	9.5	9.1	8.5	8.9	9.3	9.2	9.0	7.9	7.8	7.3
BLDG. MATERIALS/FARM IMPLEMENTS	12.3	14.3	15.9	15.8	16.9	15.9	19.3	24.3	22.8	19.8	17.2
AUTO DEALERS & PARTS	36.7	35.9	35.6	36.8	41.1	44.3	48.7	49.0	37.2	30.5	30.4

TABLE II-5

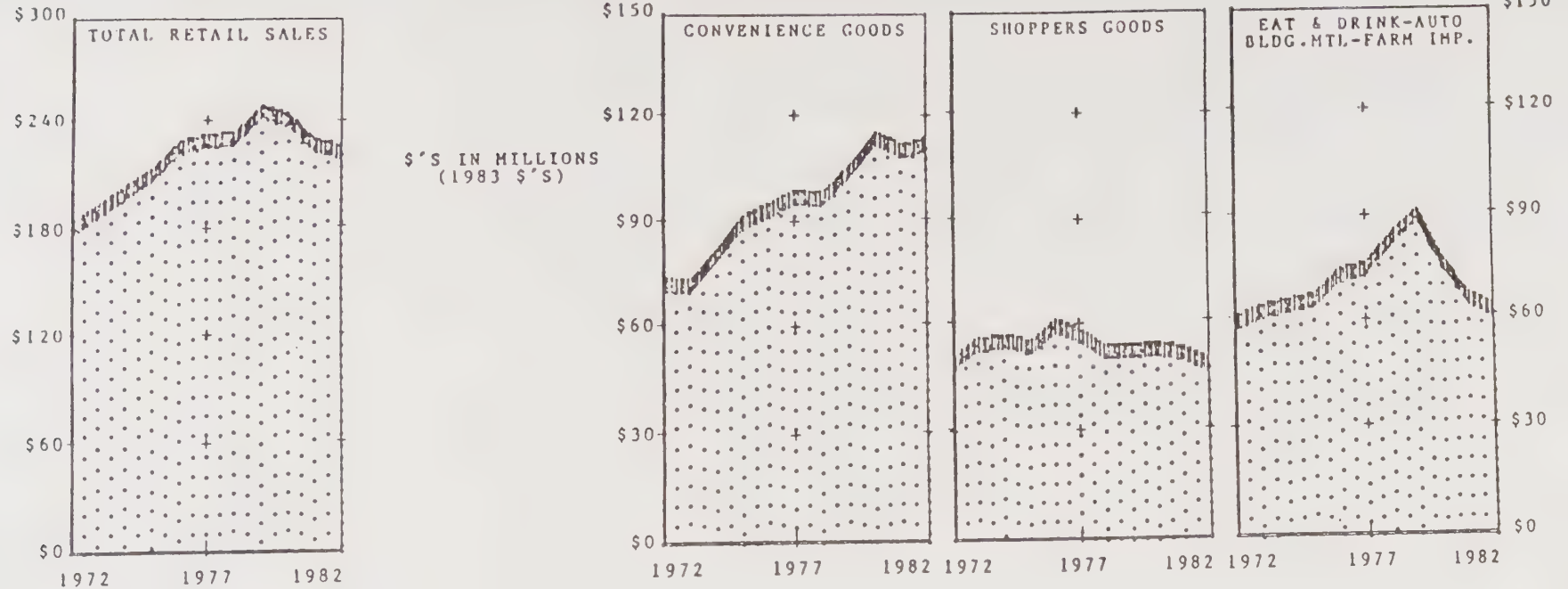
STORE GROUP SUMMARIES

CONVENIENCE STORES	71.8	71.1	80.4	89.8	92.8	96.5	95.8	104.1	113.5	109.3	111.5
SHOPPERS GOODS STORES	48.7	55.0	55.8	53.4	59.2	56.3	51.7	51.7	52.3	51.1	48.0
EATING-BLDG. MATERIAL-AUTO DEALERS	59.3	62.4	64.0	65.6	72.6	74.5	82.5	88.8	74.7	64.7	62.0
CONSUMER PRICE INDEX	124.3	131.5	144.4	159.1	168.0	180.8	198.3	215.9	248.3	280.6	300.0
INDEX FACTOR	2.462	2.327	2.119	1.923	1.821	1.692	1.543	1.417	1.232	1.091	1.020

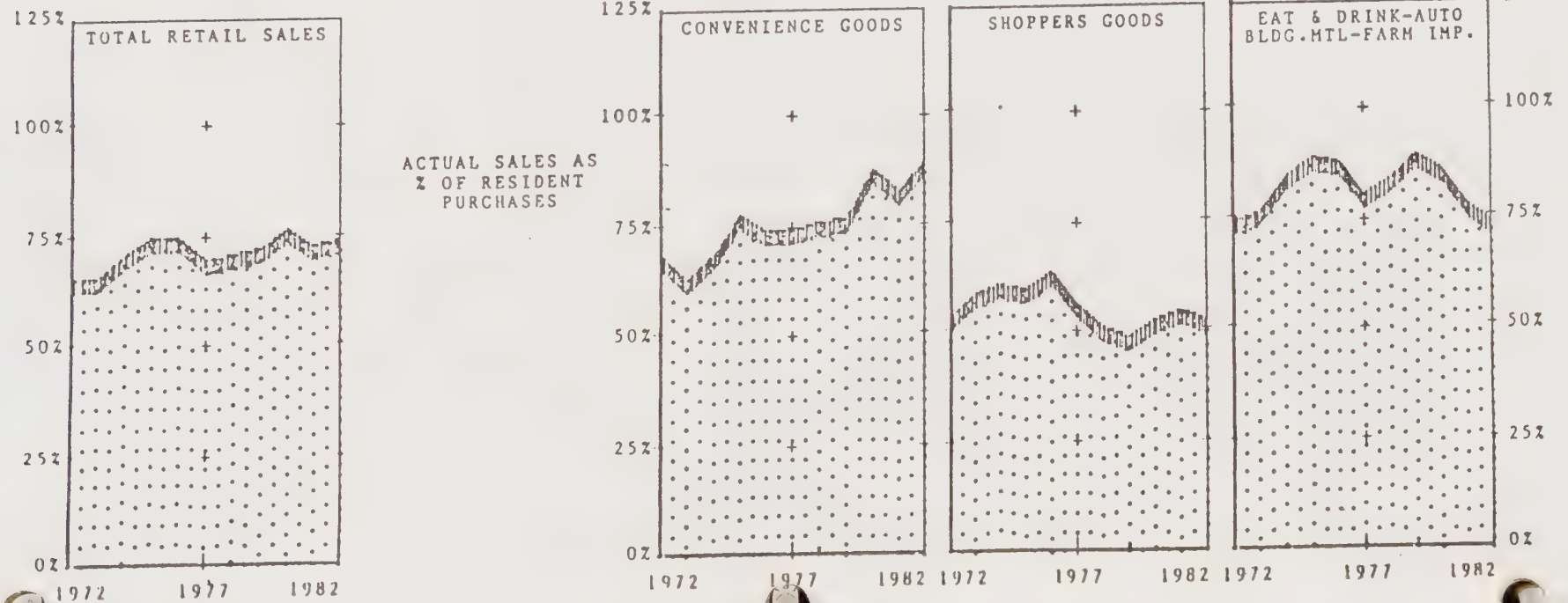
THE CURRENT CONSUMER PRICE INDEX = 306.0

RETAIL SALES: SUMMARIES
CITY OF HANFORD
1972-1982

TRENDS IN RETAIL SALES: 1983 \$'S



MEASURING PERFORMANCE: BY STORE TYPE



SOURCE: STATE BOARD OF EQUALIZATION

FIGURE II-1

since they carry a wide variety of shoppers goods in addition to their dominant sales in convenience items. Several of the newer supermarkets also carry non-convenience items.

The category of "other establishments" is also strong, reflecting several new farm implement dealerships and high performance in auto sales. The weakest links are in the shopping goods category, where performance in department, apparel, home furnishings and specialties attract only 41% to 62% of purchasing power for these goods within the local trade area. At best, these store types have held their own during the past five years, but they can be expected to increase in 1985 and thereafter due to significant new retail construction at the Kings Mall and the new K-Mart Center at 11th Avenue and West Lacey Blvd.

Where performance is less than 100%, it indicates "leakage" of local purchasing power to other trade areas outside the County (primarily Visalia and Fresno). However the leakage factors are deceptive in that communities like Hanford cannot expect to capture 100% of local purchasing power. More importantly, substantial gains have been made in six of the 11 categories of store types shown in Table II-7 for the county-wide trade area.

Table II-7 shows the amount of leakage occurring for the county-wide trade area where the percentages are less than 100%. Table II-6 shows the percentages of available dollars within the local trade that are being spent in Hanford. To illustrate: Total retail sales for 1982 (Table II-6) were being made at the rate of 147.9 of the available purchasing power of residents of the local trade area. Stated another way, if 100% represents total purchasing power of residents in the trade area, then the additional 40.9% came from residents outside of Hanford's local trade area. Under Table II-7, total retail sales for 1982 are shown as 71.9% of the total amount of purchasing power available from residents in the entire county. The difference between 71.9% and 100% indicates that 28.1% of total county-wide purchasing power is being lost to communities outside of the County. It should be noted that the more important percentages in both tables are those provided for individual store types.

TABLE II-6

RETAIL SALES.....% RESIDENT PURCHASES
CITY OF HANFORD
1972-1982

ACTUAL SALES AS % OF PURCHASES

ITEM	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL RETAIL	152.9%	150.8%	159.3%	165.3%	161.6%	148.5%	147.8%	148.4%	155.1%	147.8%	147.9%
FOOD STORES	132.5%	124.5%	134.9%	159.0%	152.8%	144.2%	126.4%	122.1%	139.4%	137.3%	154.0%
DRUG STORES	215.5%	208.6%	196.5%	191.2%	184.9%	205.9%	268.8%	279.5%	282.7%	245.3%	232.5%
LIQUOR STORES	125.1%	126.7%	117.1%	117.7%	117.3%	111.1%	97.7%	96.8%	94.2%	83.5%	74.4%
SERVICE STATIONS	240.7%	192.2%	211.3%	216.5%	179.3%	177.5%	212.8%	209.9%	231.0%	222.0%	248.8%
EAT & DRINK ESTABLISHMENTS	94.5%	101.9%	101.7%	102.9%	105.1%	96.3%	92.0%	92.4%	90.8%	89.6%	87.1%
DEPARTMENT & GENERAL MDSE	141.8%	140.3%	144.9%	140.6%	154.3%	128.2%	116.3%	103.9%	99.9%	111.4%	110.1%
APPAREL STORES	140.2%	159.1%	161.4%	150.4%	138.8%	126.9%	118.6%	119.7%	122.4%	118.5%	107.2%
SPECIALTY & OTHER STORES	68.6%	94.5%	99.2%	94.5%	104.9%	88.0%	74.6%	76.2%	98.4%	97.2%	85.2%
FURN-APPLIANCES-HSEWARES	193.7%	192.7%	188.3%	184.5%	167.3%	154.3%	147.2%	134.6%	131.1%	135.2%	129.0%
BLDG.MTLS/FARM.IMPLEMENTS	175.6%	229.1%	260.0%	271.2%	247.6%	192.2%	211.7%	247.8%	253.6%	245.3%	230.7%
AUTO DEALERS & PARTS	229.1%	211.4%	242.2%	246.6%	241.0%	217.2%	224.4%	232.9%	214.5%	180.9%	171.9%

STORE GROUP SUMMARIES

CONVENIENCE STORES	161.0%	144.9%	154.7%	171.2%	160.0%	156.8%	159.5%	159.4%	179.3%	168.3%	182.2%
SHOPPERS GOODS STORES	124.7%	134.9%	137.6%	131.8%	137.0%	117.3%	105.7%	99.7%	106.2%	110.0%	102.4%
EATING-BLD.MTL-AUTO DLRS	174.7%	177.3%	193.1%	196.5%	192.4%	171.1%	177.0%	186.3%	175.5%	157.8%	149.0%

RESIDENTIAL PURCHASES FROM HANFORD'S LOCAL TRADE AREA

TABLE II-7

RETAIL SALES.....% RESIDENT PURCHASES
CITY OF HANFORD
1972-1982

ACTUAL SALES AS % OF PURCHASES

ITEM	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982
TOTAL RETAIL	63.6%	63.9%	68.8%	72.9%	72.6%	67.9%	68.8%	70.3%	74.6%	71.5%	71.9%
FOOD STORES	55.1%	52.8%	58.3%	70.2%	68.6%	65.9%	58.9%	57.8%	67.1%	66.4%	74.8%
DRUG STORES	89.6%	88.4%	84.9%	84.4%	83.1%	94.2%	125.1%	132.3%	136.1%	118.6%	112.9%
LIQUOR STORES	52.0%	53.7%	50.6%	51.9%	52.7%	50.8%	45.5%	45.8%	45.3%	40.4%	36.1%
SERVICE STATIONS	100.1%	81.5%	91.3%	95.5%	80.5%	81.2%	99.1%	99.4%	111.2%	107.4%	120.9%
EAT & DRINK ESTABLISHMENTS	39.3%	43.2%	43.9%	45.4%	47.2%	44.0%	42.8%	43.8%	43.7%	43.4%	42.3%
DEPARTMENT & GENERAL MERCHANDISE	59.0%	59.5%	62.6%	62.0%	69.3%	58.6%	54.2%	49.2%	48.1%	53.9%	53.5%
APPAREL STORES	58.3%	67.4%	69.7%	66.3%	62.4%	58.0%	55.2%	56.6%	58.9%	57.3%	52.1%
SPECIALTY & OTHER STORES	28.5%	40.1%	42.9%	41.7%	47.1%	40.2%	34.7%	36.1%	47.4%	47.0%	41.4%
FURNITURE-APPLIANCES-HOUSEWARES	80.5%	81.7%	81.4%	81.4%	75.2%	70.6%	68.5%	63.7%	63.1%	65.4%	62.7%
BLDG. MATERIALS/FARM IMPLEMENTS	73.0%	97.1%	112.4%	119.7%	111.2%	87.9%	98.5%	117.3%	122.0%	118.7%	112.0%
AUTO DEALERS & PARTS	95.3%	89.6%	104.7%	108.8%	108.3%	99.3%	104.5%	110.3%	103.3%	87.5%	83.5%

STORE GROUP SUMMARIES

CONVENIENCE STORES	66.9%	61.4%	66.8%	75.5%	71.9%	71.7%	74.2%	75.5%	86.3%	81.4%	88.5%
SHOPPERS GOODS STORES	51.8%	57.2%	59.5%	58.2%	61.5%	53.6%	49.2%	47.2%	51.1%	53.2%	49.7%
EATING-BLDG. MATERIAL-AUTO DEALERS	72.6%	75.2%	83.4%	86.7%	86.4%	78.2%	82.4%	88.2%	84.5%	76.3%	72.4%

RESIDENTIAL PURCHASES FROM _____ KINGS COUNTY

TABLE II-7

II-15

FUTURE INDUSTRIAL AND COMMERCIAL SPACE REQUIREMENTS

Industrial

With the recent expansion of the Kings Industrial Park, the community has more than enough land in reserve for industrial development. Further expansion may not be required until well beyond the planning target of the General Plan to the year 2000.

Retail, Personal Service and Office

Given the extent of current leakage, particularly in the shopping goods category, the potential for increased commercial activity and retention of purchasing power within the trade area(s) is excellent! Much of the potential for retaining higher levels of purchasing power within the community is related to the generally high level of commitment of the business community and City government over the past 10 years to improving the visual and economic climate for new investment and expanded trade.

Service Commercial

This category includes a wide variety of uses which provide services to households, offices, retail commercial and industrial uses. Uses vary from small repair services to contracting, storage and large-scale agri-business, trucking and equipment repair. Given the extent of service commercial expansion since 1969 (69 acres), it is reasonable to assume that at least 50 to 100 acres will be required by the years 1990 and 2000, respectively.

Highway and Freeway Commercial

This category includes motels, service stations, auto dealers and other businesses which require high visibility along Freeway 198. To date, the City has realized only a small percentage of the potential in this category. This is due in part because many potential sites, such as at the 10th Avenue interchange, are constrained by mixed patterns of land use and poor property maintenance. All freeway interchanges, from Highway 43 to 12th Avenue, offer potential for new developments in these categories if the surrounding conditions are improved and made visually compatible.

POPULATION-ECONOMIC POLICIES

1. Public and private sectors of the community should seek to maintain the relatively conservative growth trend reflected in population and economic projections of the General Plan program. By maintaining an atmosphere of stable growth, progressive action toward meeting the needs of the community will be possible. Such policy will permit the community to avoid the economic and social distresses which accompany rapid growth and a "boom" philosophy such as occurred during the early 1960's.
2. Participating with other levels of government and the private sector, City government should encourage the continuation of coordinated programs to eliminate the causes of poverty, including under-employment and unemployment, and to increase levels of family income within the community. The use of the word "should" does not mean an endorsement by the City of a particular program. Rather, the City's primary roles in this regard would be to: a) facilitate inter-program coordination; b) provide periodic updating of population and economic data needed to monitor the effectiveness of local efforts; and c) provide the perspective needed on a community-wide basis as to ways in which programs can be responsive to achieving development policies of the Hanford General Plan.
3. In connection with Item 1 above, the City should seek further diversification of employment opportunities by encouraging non-agriculturally oriented industries which can demonstrate, either by location and/or controlled methods of operation, that they will not adversely affect existing and planned patterns of urban development or agricultural operations within the planning area.
4. Through its participation with the Kings County Economic Development Commission, and support of the Hanford Chamber of Commerce, the City should give high priority to strengthening existing industries and non-industrial commercial operations (both agricultural and nonagriculturally oriented) by concentrating on attracting related industries and commercial operations in support of existing establishments.
5. Of special importance is the need to capitalize upon the ability of existing industrial and commercial establishments to expand their markets and/or operations, thus creating greater employment opportunities within the community. While continued efforts toward attracting new industries and services will be important to the

future of the community, the strengthening of the economic position of the hundreds of small and medium sized business operations within the community would yield positive results toward implementing other development policies of the General Plan.

CHANGES IN LAND USE

INTRODUCTION

The process of physical change has been both internal and external since the fall of 1969. It is important to understand the forces which have created current patterns of land use and which will affect future patterns. This section begins with a brief description of historical development patterns, a description of significant changes which have occurred since the fall of 1969, followed by an analysis of land use characteristics within five sub-planning areas of the community. Major policy considerations revealed by the analysis are presented in the final section of Part II.

COMMUNITY GROWTH TRENDS AND DEVELOPMENT CHARACTERISTICS

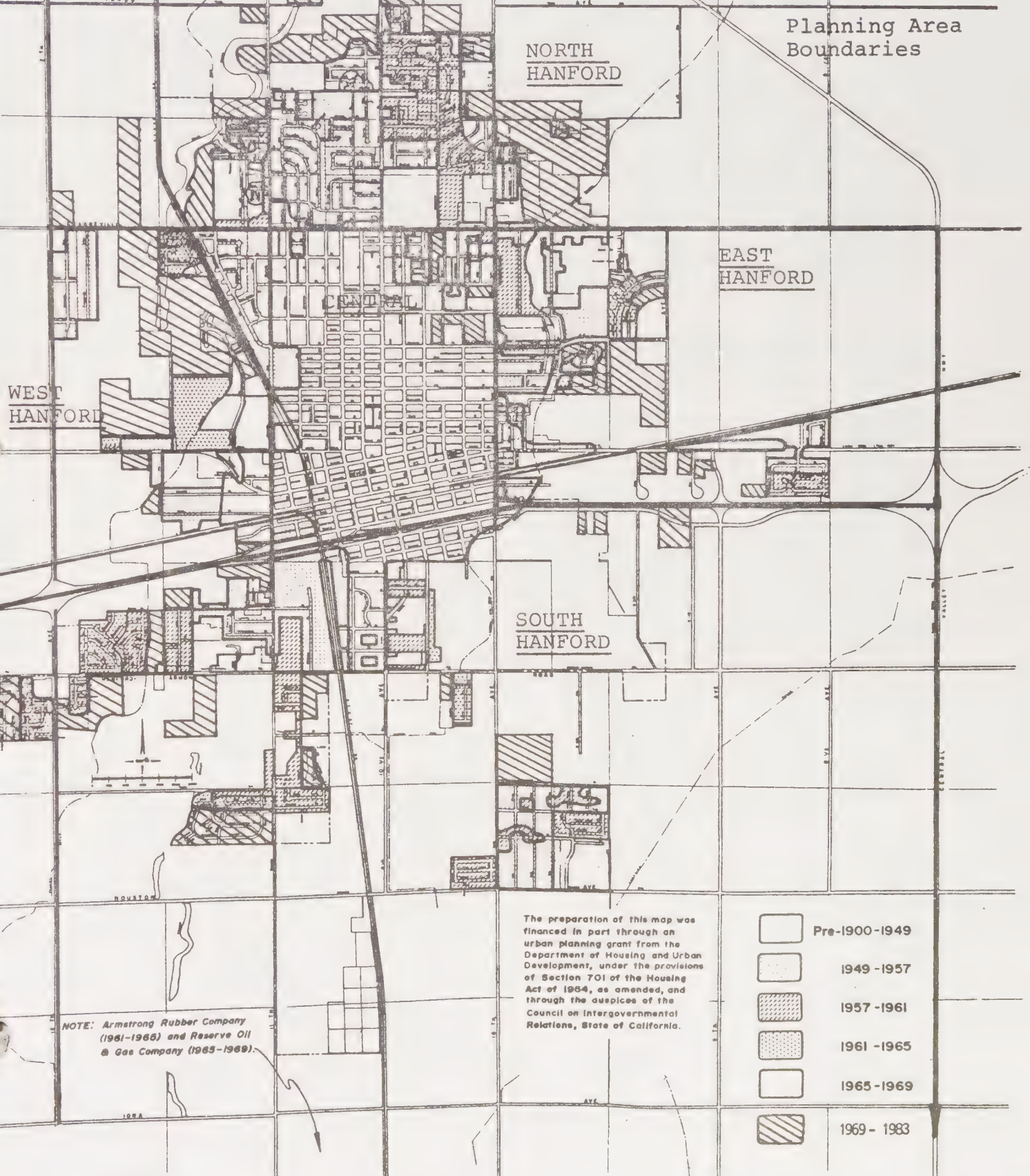
Historical Patterns of Urbanization

The map on the following page (Figure II-2) shows the primary changes which have taken place in the shape of the urban pattern during six different periods of the community's history. By 1949, urban development occupied approximately 2.9 square miles of land, involving slightly more than 1,800 acres. By 1958, urban land use increased to 5.0 square miles and 3,200 acres. Between 1958 and 1969, the urban area increased another 50%, with 7.5 square miles and nearly 4,800 acres.

Since 1969, urban land use increased by another 2.0 square miles and 1,300 acres, including large industries which have located south of Houston Avenue. The period of 1969-1983 can be characterized mostly as one of consolidation in land development and home building, and in commercial expansion. The high level of development activity during the 1960's and 1970's created new subdivisions with a carry-over of vacant lots that in some cases remain vacant to this day.

HISTORICAL PATTERNS OF URBANIZATION HANFORD URBAN AREA HANFORD COMMUNITY GENERAL PLAN PROGRAM

FIGURE II-2



Major Development Activity, 1969-1983

A. Residential:

Land devoted to residential use increased by 580 acres (42%) during a period when the population of the urban area increased by 21%.

This reflects a major trend toward multi-family development, which produced a 92.1% increase in net multi-family acreage as compared to only a 36% increase in net single-family acreage.

The distribution of residential expansion among the five sub-planning areas of the community (see Figure II-2 and Table II-8) continues to demonstrate that the area north of Grangeville Boulevard (North Hanford) remains as the dominant choice of land developers, home buyers and renters.

TABLE II-8
DISTRIBUTION OF NEW RESIDENTIAL DEVELOPMENT
1969-1983
(net acres)

Sub-Planning Area	Net S-F Acreage	% of Total	Net M-F Acreage	% of Total	Combined % of Total
North Hanford	259.2	58.6	58.9	42.8	54.9
South Hanford	88.5	20.0	3.9	2.8	15.9
East Hanford	49.2	11.1	10.6	7.7	10.3
West Hanford	45.0	10.2	30.9	22.5	13.1
Cent. Hanford	0.5	0.1	33.3	24.2	5.8
Totals	442.4	100.0	137.6	100.0	100.0

S-F as % of Total
Residential Acreage 76.3

M-F as % of Total
Residential Acreage 23.7

North Hanford accounted for nearly 55% of all residential development, including 58.6% of all single-family and 42.8% of all multi-family acreage. South, West and East Hanford trail with relatively small percentages of total residential acreage. Central Hanford shows the second highest percentage of new M-F acreage, followed by West Hanford. M-F acreage in South and East Hanford is minor by comparison.

Given an increase of 3,400 new housing units, and the acreage distribution shown in Table II-8, average single-family lot size was 10,900 square feet, and average site area per multi-family unit was 3,670. The S-F average is deceptive because it takes into account large acreage parcels of single-family. The mean S-F lot

size is closer to 7,500 square feet when large parcels are discounted.

B. Commercial:

New commercial development has been substantial, including retail, office, restaurant, and service commercial. Retail expansion has occurred mostly within and adjacent to the Central Business District, with new or expanded centers at 11th Avenue and Freeway 198, along West Lacey Boulevard and office expansion along North Irwin and North Douty Streets. This concentration of commercial expansion within and close to the CBD has contributed to increases in retail sales discussed previously. Current activity (not included in the 1983 figures of commercial growth), at 11th Avenue and Seventh Street, at the City's former corporation yard south of West Lacey, and at the Kings Mall, will further assure that Hanford's Central Business District will remain as the principal shopping area of the county.

Other retail expansion has occurred within neighborhood shopping centers. Centers at 10th and 11th and Grangeville have expanded; a new supermarket has located along Hanford-Armona Road, and several new convenience stores have emerged along arterial streets throughout the community.

Substantial expansion in service commercial acreage has occurred, mostly along the south side of Freeway 198 and along East Lacey Boulevard, east of 10th Avenue. Large new farm implement sales and service and contracting operations account for the majority of expansion.

The distribution of new commercial acreage among the sub-planning areas is shown in Table II-9.

TABLE II-9

DISTRIBUTION OF NEW COMMERCIAL DEVELOPMENT
1969-1983
(net acres)

<u>Sub-Planning Area</u>	<u>Neighborhood</u>	<u>Office</u>	<u>Central Comm.</u>	<u>Service Comm.</u>	<u>Highway</u>	<u>Total</u>
North Hanford	2.6	0.3	-	-	-	2.9
South Hanford	5.2	-	0.8	39.6	6.9	52.5
East Hanford	1.4	0.4	0.3	20.2	-	22.3
West Hanford	-	1.8	13.2	3.5	-	18.5
Cent. Hanford	<u>3.5</u>	<u>7.8</u>	<u>20.4</u>	<u>5.4</u>	<u> </u>	<u>36.1</u>
Totals	12.7	10.3	34.7	68.7	6.0	133.0

Table II-9 reflects the conclusions discussed above. The Highway Commercial category shows up only in South Hanford, involving the large auto dealership, restaurant and bar complex at the southwest quadrant of the freeway and 11th Avenue. Overall, all types of commercial development increased in acreage by 57.2% during 1969-1983.

C. Industrial:

Industrial development expanded by approximately 240 acres (56%) mostly due to new plant locations in South Hanford. Calcot's cotton storage facility was the largest, involving 68 acres along the north side of Idaho Avenue between the railroad and 10th Avenue. As noted previously, the recent expansion of the Kings Industrial Park places the city in an excellent position to continue industrial expansion.

D. Public Facilities:

Public land expansion includes the use categories of park and recreation, drainage basins, government offices (and related facilities), streets and off-street parking. The largest expansion (excluding streets) involved construction of the County Government Center on West Lacey Boulevard (32 acres), followed by Hidden Valley Community Park (18.5 acres), and a 12.7 acre combination baseball park and drainage basin north of the County Government Center.

The total area in streets increased by 106.5 acres, due mostly to residential expansion. No new school sites have been provided since 1969, although land previously purchased for elementary school expansion remains available along north 10th and south 11th Avenues.

E. Semi-Public

This category includes churches, the YMCA and other non-profit institutions and hospital-convalescent facilities. This category has expanded by nearly 39 acres, with church and church-school facilities comprising the largest single use category of expansion.

LAND ABSORPTION RATES

Land absorption rates for the period 1969-1983, per 1,000 people added to the urban area, are shown in Table II-10 and contrasted with the rates which occurred during the period 1958-1969.

Land absorption rates are only indicators of change, and are not to be taken as absolute measures for projecting space requirements. From Table II-10 and population and housing unit projections, the most significant changes during the past 13 years are:

1. The rate for residential nearly doubled, reflecting a much smaller household and lot size. Assuming that future housing demand will continue in the range of 50% - 60% for M-F, and at least a leveling off of household size, the urban area will require in the order of 470 more gross residential acres by 1990, and another 501 gross acres by the year 2000. These projections further assume a margin of 25% for by-passed lands which will remain vacant because of such factors as unavailability and excessive land cost.

TABLE II-10

LAND ABSORPTION RATES, 1969-1983

<u>Land Use Category</u>	<u>Absorption Rates, Acres/1,000 People Added</u>	
	<u>1958-1969</u>	<u>1969-1983</u>
Residential:		
Single-Family (S-F)	44.1	88.4
Multi-Family (M-F)	15.9	27.5
Commercial:		
Retail, Office & Personal Service	10.2	11.5
Commercial Service	3.7	13.7
Industrial:	27.1	48.0
Public Facilities:		
Recreation	8.5	6.2
Schools & Other Public	36.2	9.6
Streets	86.8	21.3
Semi-Public:	4.8	7.7

2. Commercial service use has taken on new significance as householders, industries, commercial operations and agriculture have required new forms and expanded levels of commercial services.
3. The area required in public streets has diminished greatly as a reflection of a greater percentage of new housing in the M-F category.
4. The number of new private schools has profoundly affected school enrollment in the private system. Taken together with the overall reduction in household size, private school enrollment has eliminated the need for public school expansion despite population increase. The trend toward greater or at least equal reliance on private education is expected to continue.

Remaining Undeveloped Acreage Designated by the General Plan for Urban Use

Land use policies of the previous General Plan designated nearly 2,700 acres of undeveloped land for urban use, distributed among the five sub-planning areas as shown below in Table II-11. This excludes lands designated for Central Commercial expansion at the 12th and Lacey intersection, lands designated for Urban (residential) Expansion west of 12th Avenue both north and south of West Lacey Boulevard, and lands within the recently expanded Kings Industrial Park.

TABLE II-11

UNDEVELOPED ACREAGE DESIGNATED FOR URBAN USE							
(gross acreage)							
Sub- Planning Area	Residential				Commer- cial	Indus- trial	Total
	S-F	%	M-F	%			
North Hanford	650	(49.2)	81	(24.6)	13	-	753
South Hanford	230	(17.2)	143	(43.5)	25	294(1)	692
East Hanford	241	(18.0)	27	(8.2)	59(2)	53	380
West Hanford	208	(15.5)	64	(19.4)	119(3)	-	391
Cent.Hanford	1	(0.1)	14	(4.3)	30(4)	-	45
Total	1,339		329		246	347	2,261

(1) Excludes the Kings Industrial Park involving more than 600 undeveloped acres.

(2) Mostly service commercial.

(3) Mostly freeway commercial and central commercial.

(4) Split between central commercial and service commercial.

Converting residential acreage to population and housing holding capacity, there is enough acreage for 7,532 new S-F units, 4,290 M-F units and approximately 26,000 more people. Compared with housing unit and population projections of this report, the General Plan provides for an excess of 6,120 housing units and 13,470 people by the year 2000. Stated another way, there is probably sufficient land area designated for residential use to meet the needs of the urban area for the year 2020.

MAJOR POLICY ISSUES

POPULATION HOLDING CAPACITY AND RESIDENTIAL EXPANSION

1. There is a major imbalance in the amount of land currently designated for future residential use as compared to any reasonable projections of need to the year 2000. The imbalance is enough to accommodate nearly 13,500 more people than expected. The policy issue posed by this imbalance is whether and where to cut back on land designated for residential expansion.
2. There is an imbalance in the amount of land designated for Single-Family (S-F) versus Multi-Family (M-F) use. M-F acreage should be sufficient to accommodate up to 60% of the projected housing units required by the year 2000. Overall, there is already sufficient M-F land to accommodate 9,450 people, or 74% of projected population increase by the year 2000. The problem is one of distribution among sub-planning areas, as compared to where people want to live. This is especially true for South Hanford, where over 43% of the undeveloped M-F acreage remains, but where only 2.8% of new M-F occurred since 1969. East Hanford's distribution of undeveloped M-F is, by contrast, too low, accounting for only 8.2% of undeveloped M-F acreage while experiencing only 10.6% of M-F growth the past 14 years.

Another view of imbalance is whether North Hanford should continue to be targeted for a continued high percentage of new M-F growth. It experienced 58.6% of total M-F growth over the past 14 years, and has enough undeveloped M-F land to accommodate about 2,300 people by the year 2000, or 20% of projected population increase. This poses the question of whether more M-F should be added to North Hanford, or whether emphasis should be given to East and West Hanford planning areas.

As to South Hanford, the heavy designation of M-F land was intended to encourage in-fill north of Hanford-Armona Road, between Irwin and 10th Avenue. However, it appears that new residential of any kind is greatly

dependent on overall improvement in existing housing stock in this part of South Hanford through rehabilitation.

3. With 659 acres of S-F, North Hanford could accommodate 3,075 new S-F units and nearly 6,800 people. With 81 acres of M-F, North Hanford could accommodate 1,060 M-F units and an additional 2,300 people. Together, S-F and M-F could absorb 9,100 people or 71% of the population projected for the year 2000. Clearly, this indicates that any expansion of residential area in North Hanford through General Plan amendment is not justified until after 1990.
4. Further General Plan amendments adding new residential area (not already designated) to West Hanford should not be considered for the rest of the 1980's. The conversion of some S-F to M-F should be considered along the north and south sides of West Lacey Boulevard, extending west to the Central Commercial area at the 12th and Lacey intersection, and along the east side of 12th from the Central Commercial south to the S.P. Railroad. This conversion would offset current imbalances in the distribution of M-F. It would further be necessary to create more M-F in the event existing vacant M-F land north of the Community Hospital along the west side of Greenfield Avenue is changed to Central Commercial (opposite Kings Mall).
5. The area west of 12th Avenue now shown for Urban (residential) Expansion was predicated on there being substantial new commercial development at 12th and Lacey in the near term. Part IV describes this acreage as being held in "reserve," not to be developed until substantial in-fill occurs between Greenfield and 12th Avenues.
6. Some M-F conversion (to Medium Density) is justified immediately east of the intersection of Florinda Street and 9-1/4 Avenue, in close proximity to the planned Neighborhood Commercial development at this intersection.
7. Reexamination of all Low and Low-Medium Density areas is in order. Lands which fit the following criteria for Medium Density should be redesignated on a selective basis to assure adequate availability of land for multi-family use during the next two decades.
 - a. Location close to retail commercial areas, especially neighborhood shopping.
 - b. Access from elements of the Arterial and Collector street system.
 - c. Availability of utilities.

- d. Availability of community facilities (schools, parks and recreation areas, etc.).
- e. An environment devoid of adverse environmental influences, including noise, vibration, odors, pollution and industrial traffic.
- f. Ability to assure adequate buffers with existing or proposed single-family development, by design.

The last criteria becomes especially important in areas where single-family subdivisions have been approved but not yet developed. As noted in the EIR for the recent North Hanford General Plan Amendment in 1981, the numbers of proposed lots have been far in excess of any reasonable expectations of demand for S-F use. This may desirably result in proposals for General Plan amendment to Medium Density and resubdivision of land.

- 8. The Density ranges of the General Plan should be reevaluated, especially for Medium Density, to avoid excessive numbers of units per acre. Density policy needs to provide a means for calculating the maximum number of units allowed per acre consistent with policies of the zoning ordinance. For example, Medium Density allows up to 19 units per net acre, while RM-3 zoning allows 14.5 units per acre, and RM-2 allows 22 units. RM-2 should be permitted only in areas designated for High Density. A new RM-2.5 district would allow 17 units as a reasonable maximum yield of units per acre.
- 9. 1972 policies calling for the conversion of older housing within the Central Hanford sub-planning area should be reexamined. Vacant parcels east of Douty Street close to 10th Avenue should still be encouraged to develop at Medium Density. In other areas, where older single-family homes predominate, it would be better to encourage their rehabilitation as single-family units rather than conversion to multi-family use. Conversion has, in fact, been further encouraged since 1972 by adding a considerable area of High Density zoning west of Douty and south of Katherine Street. Most of this area is in well-maintained single-family use, with only a few small vacant parcels remaining. And, most of the area is served by minor streets. Conversion to High Density along minor streets should be prohibited because of traffic impacts and too drastic a change in the basic single-family character of these areas. Some modest addition of housing units would best be achieved by provisions of the zoning ordinance within the R zoning districts.

COMMERCIAL EXPANSION

Neighborhood Commercial

Additional land for neighborhood commercial is not required. Undeveloped Neighborhood Commercial land at Fargo and 10th, Fargo and 11th, 10th and Grangeville, Florinda and 9-1/4, and at Hanford-Armona Road and 10th, 11th and 12th Avenues is quite sufficient to meet future needs.

Central Commercial

Land area for Central Commercial expansion is also quite adequate. Expansion of the Central Business District west of the Santa Fe Railroad will mostly require the conversion of older housing and business use. The major exception is vacant land north of Kings Mall, and new development at 12th Avenue and West Lacey Boulevard.

Service Commercial

Vacant service commercial land is abundantly distributed along the freeway corridor. Further additions are not required.

Highway Commercial

The only significant area available for Highway Commercial is at the 12th Avenue interchange. Consideration should be given to expanding the area in Highway Commercial at the 10th Avenue interchange by reducing the area in General Industrial at the northeast corner of the interchange.

INDUSTRIAL EXPANSION

Recent additions to the Kings Industrial Park area together with existing vacant industrial land provide substantial opportunity for industrial expansion at locations well-served by utilities and transportation facilities. Additional land is not required.

PROBLEM AREAS

Many areas of mixed land use remain which inhibit the achievement of General Plan policy. Principal examples include:

1. The area immediately east of 10th Avenue, north and south of E. Lacey Boulevard.
2. The area along Douty, between the Freeway and 6th Street.
3. The triangular area between the south side of Garner Avenue, the west side of 11th and the south side of West Lacey Boulevard.
4. Along E. Seventh Street, east of Harris to 10th Avenue.
5. Along N. 10th Avenue between Seventh Street and Grangeville Boulevard.
6. Along S. 10th Avenue, between Hanford-Armona Road and the Catholic Cemetery.

The first four areas are at important entrances to the Central Business District, and yet convey a generally unappealing view of the community. In all cases, lands are underutilized in consideration of their important locations. In order to improve these areas, careful application of mixed-use concepts of rehabilitation will be required.

The area along N. 10th Avenue has been improved over its condition in 1960, but the mixture of land use is so great that it is doubtful whether any change in land use policy can result in rehabilitation. What is needed is a strong visual enhancement, through landscaping and screening.

The area along the west side of South 10th Avenue was designated for Medium and Low-Medium Density. This policy was inappropriate because of the relationship of this mostly vacant land to heavy industry to the east.

PART III

GOALS AND MAJOR POLICIES OF THE GENERAL PLAN

GOALS FOR THE HANFORD PLANNING AREA

The Value of Goals

Goals give meaning to the short and long-range directions for policy and action provided by the General Plan. They express the aims and aspirations of the community which should be reflected in the day-to-day conduct of the people's business. They also express what the community is capable of achieving over time.

Enhancing the Quality of Life

A goal of overriding importance is a dedication to enhancing the quality of life for present and future generations of residents. The standard of living and the quality of life available will be influenced in part by public policies which reflect sensitivity to environmental quality.

Goal No. 1:

It is the goal of the General Plan to preserve and enhance the quality of living by preventing the degradation of the natural and man-made environment, and by taking steps to off-set the effects of that degradation which already has occurred.

Goal No. 2:

Ultimate expansion of the City as depicted on the General Plan Diagram is to be phased to create a physical form and character which improves the qualities and functions of the community.

Goal No. 3:

New development is to reflect higher levels of community design and image than have resulted from conventional approaches to development in recent years. Development regulations are to be established which express appropriate concern for environmental quality through site planning, architectural design, use of signs, and the maintenance of public and private buildings and sites.

Historical Preservation

The historic character and significance of the City's original townsite offers opportunities for enriching community character while improving economic vitality.

Goal No. 4:

The original townsite of the community should continue to be made the target of intensive effort to preserve historic buildings, to preserve and enhance residential, commercial and industrial functions which have existed since the early days of community settlement, and to capitalize on the potential for creating an historic village atmosphere centering on the Civic Center and the former Kings County Courthouse for the benefit of residents and tourists.

Balancing the Benefits and Costs of Urbanization

Costs resulting from urbanization are both direct and indirect. Examples of direct cost include public land acquisition, improvements, and long-term maintenance. Indirect costs can result from:

- 1) The omission or postponement of needed public improvements and services;
- 2) A community environment which is inherently inconvenient to live in and difficult to manage; and
- 3) The disproportionate burdening of existing residents with responsibility to meet the needs of new residents.

City government has the range of authority and capability necessary to accommodate urban expansion at costs which are reasonable in relation to the benefits received. This principle is sound but illusive to achieve without substantial enlargement of the community's economic base.

Goal No. 5:

Policies and proposals of the General Plan should seek to expand job-creating activities needed to support population growth, housing construction and the delivery of public services. Opportunities for improving the economic base should be pursued.

Equal Opportunity

Urban expansion should be accomplished in a manner which assures equality of opportunity to existing residents, to racial and ethnic minorities and to people of low and moderate income in the provision of public services and facilities and in meeting housing needs.

Goal No. 6:

Insofar as reasonably may be possible, policies and proposals of the General Plan should provide for equal opportunity in the availability of housing and public services and facilities needed by all people who might choose to live in Hanford.

MAJOR POLICIES OF THE GENERAL PLAN

The preceding statements of goals have been translated into proposals which are described in part IV. The major policies described below are of overriding significance to the policies and proposals described in Part IV.

Annexation to the Urban Limit Line

1. The City should develop an aggressive program of annexing all lands depicted for future urbanization by the General Plan Diagram in order to eliminate the potential for the application of different standards of development, (City v. County) and to assure more efficient long-term governmental management of the urban pattern.

The development of residential, office, commercial, industrial and institutional land use outside of the City limits within areas prescribed by the General Plan Diagram shall be contingent on annexation to the City. Further development within the Urban Limit Line without annexation shall be prohibited, with the exception of a single-family home on an established recorded lot.

This policy eventually will eliminate further development within the unincorporated area and fragmentation of responsibility for providing public services between the City and the County. While involving considerable existing agricultural acreage, there is no serious impediment to the City or the property owner under current property tax law. The agricultural property owner would not pay any more property taxes than if the property remained in

unincorporated status, but would receive higher levels of service, especially police and fire protection.

Key north-south roads include 12th Avenue, 11th Avenue, Douty Street, and 9-1/4 Avenue. Key east-west roads would be Grangeville, Lacey, Hanford-Armona and Houston. All of the above road sections are currently designated as either Arterial or Collector streets (roads) by the General Plan. As development occurs, additional right-of-way dedication and improvement would be required.

Lands which may be under agricultural preserve contracts do not pose a problem, since State Law allows cities to manage such contracts until development occurs. The city has consistently protested such contracts within its sphere-of-influence over the years so that they would not pose an obstacle to annexation.

There are a number of important benefits to be derived by the City as well as the property owner. An example is the fairly extensive Service Commercial development that has been occurring along the East Lacey and Freeway 198 corridor within the unincorporated area. If such development had occurred within the City, it would derive greater tax dollars than it would if annexation occurred after development. The City would also benefit from the application of a single and consistent approach to development regulation. It would be better able to determine its own destiny, without the delays often associated with the annexation and environmental review process. And, it would be in a better position to assure phased development of land intended for urbanization by the General Plan.

Property owners would further benefit from the assurance that their land eventually would be available for urbanization. In addition to policies of the General Plan, owners would have available the option of an agreement with the City upon annexation to assure protection of an eventual development right.

The County would benefit in several ways, including less responsibility for police and fire protection and road maintenance, and by avoiding administrative and other costs associated with managing the urban development process (engineering, planning, environmental review, building inspection, etc.)

This policy establishes the principle that "what is urban should be municipal," and eventually will put an end to fragmented and differential levels of public service to the entire urban area. It will not eliminate the problems already apparent in serving existing unincorporated areas which are already developed (e.g., Short Acres), but will work toward their solution over time. This is a bold policy, but one which is intended to recognize that the

Hanford urban area is now and will continue to be one community. Unincorporated development within the urban area would not even be possible if it were not for the fact that Hanford existed as a city, offering economic opportunity on a broad front. It is time that this sense of "oneness" be institutionalized through an expansive program of annexation.

Development Phasing

2. Further urbanization under the General Plan shall be phased in consideration of overall policy of avoiding fragmentation in the urban pattern. This should include concentration on the "in-filling" of vacant lands which have been by-passed by the urban development process and applying reasonable limits on the time when lands at the urban fringe area are allowed to develop.

The extent of potential urbanization and population growth possible under the General Plan is substantially greater than that anticipated by the year 2000. Therefore, a policy toward "in-fill" and development phasing in outlying areas is essential. This is especially important in north and west Hanford, where most of the development activity has been occurring. In north Hanford, a recent General Plan amendment affecting land northeast of Fargo and 11th Avenues, reinforced by a Development Agreement, takes care of the phasing issue, provided that additional amendments are not favorably considered to permit development north of the existing Urban Limit Line or west of 11th Avenue north of Fargo Avenue. In west Hanford, development west of 12th (with the exception of the proposed retail complex at 12th and Lacey) should not be permitted until 75-80% of the vacant residential land east of 12th Avenue has been developed.

In East Hanford, most of the land designated for residential expansion out to 9-1/4 Avenue has been developed south of Grangeville, and further easterly expansion does not therefore pose a problem. In South Hanford, a great deal of land remains for residential expansion. The vacant lands north of Hanford-Armona Road pose a special problem which can only be solved through the redevelopment process or through the rehabilitation of existing substandard housing.

In general, a policy for "in-fill" makes sense to consolidate the urban pattern and improve efficiency in the provisions of public services. There are, however, factors to be considered which make an absolute policy for "in-fill" impractical. They include existing incompatible land use, unwillingness of property owners to sell at a reasonable price, the availability of municipal utility systems (especially drainage), and property owners unwilling to sell at any price. These kinds of factors suggest another major policy as described below.

To reinforce this policy, the City shall schedule its capital improvements as feasible and practical to encourage in-fill and to discourage the premature development of vacant lands at the City's fringe.

Revitalization

3. The City should expand its involvement in the revitalization of under-utilized lands within the urban area. Key areas in this regard are located northeast and southeast of the intersection of 10th and Lacey Blvd, along the Third and Fourth Street one-way frontage roads along the freeway, and in the triangle bounded by West Lacey, 11th Avenue and Garner Avenue. Other areas include the area designated for Central Commercial along West Sixth and Seventh Streets, the area along East Lacey Blvd. east of the S.P. Railroad, and the area along 10th Street between Seventh Street and Grangeville Blvd.

In all of these areas, City policy should provide for "mixed land use" patterns which are made compatible by site planning and architectural design, and which encourage new private investment to eliminate uses which contribute little to the economic vitality and potential of the community. Because of uncertainty as to what uses may be proposed in these areas over time, a "mixed use" policy makes sense so as to attract private investment. Most of these areas are close-in and deserve serious attention as a means of fulfilling the policy of "in-fill" described above.

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PART IV
ELEMENTS OF THE GENERAL PLAN

THE LAND USE ELEMENT

INTRODUCTION

The Land Use Element is the one element of the General Plan which is referred to most often because it has such a final effect on the private use of land. Both the General Plan Diagram and the following text set forth the policies which provide the basis for the development of residential, commercial, industrial, institutional, recreation and open space and other private and public areas and facilities.

The area proposed for urbanization within the Hanford planning area has a practical holding capacity of approximately 42,000 people as compared to a theoretical holding capacity of approximately 52,000. The difference between these holding capacity figures reflects factors for choice by developers, the unavailability of some lands for development, and existing development patterns which constrain or discourage change to a higher and better use. Generally, a 25% factor is built-in for residential and commercial development, with a 50% factor for industrial use.

RESIDENTIAL LAND USE POLICIES AND PROPOSALS

Three important policies affecting residential land use are described at the end of Part III, and concern annexation, the phasing of development and the revitalization of older developed areas.

Density policies have been changed from those previously adopted, decreasing the amount of land shown on the General Plan Diagram in Low, Low-Medium and High Density, increasing the amount of land in Medium Density, and creating a new Very Low Density category for large lot estate-type development. The Medium Density category is expected to provide for most of the new housing over the next 15 to 20 years. To a lesser extent, Low-Medium Density areas can also provide for a mixture of housing types through the Planned Unit Development (PUD) process, where a density bonus of up to 25% may be granted by the City if a proposal exhibits exceptionally good design and amenity, or if at least 25% of the proposed housing units are "affordable." Affordable housing is defined by State Law as involving households which earn annual income in the range of 80% to 120% of the median income for all households in the City.

Density Standards

Five categories of residential density are depicted on the General Plan Diagram: Very Low, Low, Low-Medium, Medium and High.

Gross Density:

The term "gross density" refers to the range in the number of housing units envisioned for residential use, including the actual area devoted to streets and other rights-of-way, schools, park and recreation areas, and drainage basins which are required in direct support of neighborhood residential development throughout the community. Generally, 25% to 30% of newly developing residential areas include land for these supportive purposes.

Net Density:

The term "net density" refers to the range in the number of housing units which actually may be constructed on an acre of private land. Thus, a "net acre" includes only that land actually occupied and used for housing and accessory structures, yard spaces, off-street parking and landscaped areas incidental thereto.

The net density standards provided in Table IV-1 below, are intended for use by the City and developers in determining the allowable limits of housing construction within a given category of residential density. Explanations important to making such determinations are provided after the table.

TABLE IV-1

STANDARDS OF NET RESIDENTIAL DENSITY

<u>Density Category</u>	<u>Range in the No. of Housing Units/Net Acres</u>
Very Low	0.2 to 2.0
Low	2.0 to 5.0
Low-Medium	5.0 to 8.0
Medium	8.0 to 17.0
High	17.0 to 29.0

Explanation of the Very Low Density Range:

The Very Low Density Range is intended for the creation of large estate-type single-family residential use on lots ranging from one half acre to five acres in area. This density category is required because County policies no longer permit this type of development within the unincorporated area. While the market for such housing is small by

comparison to other density categories, it is deserving of being satisfied under policies of the General Plan. It also provides for the transition between what is clearly urban residential use and agricultural areas surrounding the community. The maximum number of units that can be constructed on a given net acre of land is two. No limits are imposed on the minimum number of units allowed per net acre.

Explanation of the Low Density Range:

The Low Density Range is intended primarily for the creation of single-family detached housing ranging from 6,000 square feet of site area to one half acre. No limit is placed on the minimum number of units allowed per net acre, but the maximum number is five unless a greater number is approved under PUD procedures of the zoning ordinance.

Explanation of the Low-Medium Density Range:

The Low-Medium Density range is intended primarily for the creation of single-family residential use involving single-family detached or attached housing ranging from 5,000 square feet or more of site area per unit. No limit is placed on the minimum number of units allowed per net acre, but the maximum number is seven unless a greater number is approved under the PUD procedures of the zoning ordinance. A second exception is in older established residential areas of the community which are characterized by one or more of the following conditions:

1. Where the zoning ordinance has been applied to encourage greater utility of parcels by permitting two and three family units in addition to single-family use.
2. Where parcels which are greater than 10,000 square feet have insufficient width and frontage on a public street to permit additional housing units except behind an existing unit which fronts directly upon the street.

In such cases, additional housing units are encouraged up to a maximum of 10 housing units per net acre, and where at least 3,000 square feet of site area is provided for each unit. For further guidance, the Low-Medium Density areas which are eligible for exceeding the primary limit of seven housing units per net acre are those within the area bounded by Grangeville Blvd. on the north, Seventh Street on the south, 10th Avenue on the east and 11th Avenue on the west.

Explanation of the Medium Density Range:

This range is intended to accommodate a wide variety of housing types, from single-family units on small lots to

multi-family units, with site area per unit ranging from a minimum of 2,500 to 5,000 square feet. The maximum number of units per net acre is 17, and the only appropriate zoning districts to be applied are the RM-2.5 or RM-3 Districts. Responsibility for the selection of the most appropriate district for a given area is placed with the Planning Commission and City Council. The maximum number of 17 units per net acre is to be permitted only for those parcels which are at least one half acre or more in site area, and where direct access is provided to elements of the Arterial and Collector street system as described under the Transportation and Circulation Element of the General Plan. Where direct access is available only from a minor street, the maximum number of units per net acre shall be 10, with a minimum of 3,000 square feet of site area per dwelling unit.

Explanation of the High Density Range:

This density range is intended for exclusive application to areas in fairly close proximity to the Central Business District and to commercial areas along West Lacey Blvd. The maximum number of units allowed per net acre is 24. This number represents the average between the low (18) and high (29) numbers of the range as shown in Table IV-1. Twenty-nine units are allowed on a given net acre provided that the overall density of the parcel does not exceed the average of 24. A limit is also established for the minimum number of units allowed per net acre at 18. This limit is necessary to assure that areas which are needed for High Density will actually be used for High Density.

A special High Density area (not shown on the General Plan Diagram) is designated for above ground floors of multi-story commercial structures within the Central Business District. No limitations are imposed on the maximum number of units per net acre except as determined by standards of the Central Commercial zoning district.

Residential Development Proposals

Very Low Density:

Very Low Density areas are shown on the General Plan Diagram along either side of 12th Avenue, north of Grangeville Blvd., and between 10th and 11th Avenues generally north of the Encore Homes subdivision, along the east side of 10th Avenue north of Fargo Avenue and along the north side of Fargo Avenue east of 10th Avenue extending east to the Central Valley Highway. Because these areas may have long-range potential for eventual development at more typical urban densities (Low and Low-Medium), the approval of subdivision and parcel maps for Very Low Density shall be made contingent upon the design of street patterns and lot widths and depths which will make it possible to resubdivide the property into smaller lots in the future.

Low Density:

Low density areas are shown generally in areas which are in the fringe of the urban area. They include areas already developed in Low Density plus undeveloped acreage. A small area directly east of the Encore Homes subdivision in North Hanford has been redesignated from Agriculture to Low Density because this area is too small for continued agricultural use.

Low-Medium Density:

Low-Medium Density areas constitute the largest block of acreage designated for future residential development. They are located in all five parts of the planning area (North, South, East, West and Central). Much of the area west of Redington Street south of Malone has been redesignated from Medium Density to Low-Medium because of its well established single-family character. A few additional housing units on appropriately sized lots are permitted under R zoning district provisions of the zoning ordinance.

Low-Medium Density Residential Reserves:

This new land use category has been applied to lands at the most western fringe of the urban area, between 12th Avenue and the line of 12-1/2 Avenue, extending north of Freeway 198 to the line of Greenfield Avenue (extended). This area was previously designated for "urban expansion." It is currently proposed for "reserve status," not to be considered for development until after 80% of the remaining undeveloped residential acreage between Grangeville Blvd., the S.P. Railroad, the Kings Mall Shopping Center and 12th Avenue has been developed.

A second Low-Medium Density Reserve is shown south of Hanford-Armona Road and west of 10th Avenue. No serious development activity has been proposed in this area for the past 25 years. Its location west of a large cotton gin and storage facility continues to discourage residential development. Reserve status in this case envisions possible development activity on a north-to-south process of phased development well after 1990.

A third Low-Medium Density Reserve area is shown along the west side of 11th Avenue north of Fargo. Development of this area should not be considered until 80% of the area between 12th and 10th Avenues (north of Fargo) is developed.

Medium Density:

Medium Density areas are located mostly along elements of the Arterial and Collector street system within all five planning areas of the community. and where reasonable proximity exists to existing and planned Neighborhood Commercial

centers. Some lands have been redesignated from Low and Low-Medium Density categories to better reflect anticipated changes in the housing market. They include:

1. A strip along the east side of 10th Avenue, extending south from Fargo Avenue.
2. Two strips along the north and south sides of Fargo Avenue west of 11th Avenue.
3. Property immediately east of the YMCA complex along Grangeville Blvd., subject to the same limitations as for Item 3 above.
4. In the area immediately northwest of the intersection of Seventh Street and 10th Avenue in Central Hanford (formerly High Density).
5. Along both sides of Redington Street between Florinda and Ivy Streets (formerly High Density).
6. Both northeast and southeast of Central Commercial planned at the intersection of East Lacey Blvd. and 12th Avenue.
7. At the northeast corner of the intersection of 12th Avenue and Hanford-Armona Road.
8. Along parts of the north and south sides of Hanford-Armona Road between 11th and 12th Avenues. This includes a 1.83 acre parcel extending south from Davis Street, between Kimball and Grant Streets, which is not to be allowed to develop unless access to Hanford-Armona Road is provided through properties to the south, and access to Davis street is prohibited.
9. In the area along the east side of 12th Avenue, north of Hume Avenue.
10. Vacant parcels along the north side of Grangeville Blvd. between Easy and Redington Streets, subject to planned Unit Development procedures of the Zoning Ordinance.
11. Along the west side of South 10th Avenue, immediately north of the north line of the Home Garden Tract.

Other and more minor Medium Density designations are shown on the General Plan Diagram along Emma Lee Lane north of Jana Way, a parcel immediately south of the First Christian Reformed Church between Leoni Drive and Carter Way, and at the south end of Brown Street, between Malone Street and Johnson Park, requiring access only from the north.

Medium Density continues to be the dominant designation in the area bounded by Malone Street, Ivy Street, 10th Avenue and Douty Street to encourage the rehabilitation of underutilized older vacant and deteriorating developed properties. Similarly, the large area of South Hanford in the vicinity of Lincoln School is designated Medium Density. Any significant new development in this latter area will first require substantial rehabilitation of existing residential development to the north.

High Density:

High Density areas have been reduced in area described above, but continue to be concentrated along Irwin and Douty Streets north of the CBD and along West Lacey Blvd. (including Office-High Density areas).

Commercial Development Proposals

A Multiple Commercial category is the most significant change in commercial development policy, which provides for the renewal of problem areas described in Part II through actions of the private sector. This category will permit, through complementary language in the Zoning Ordinance, the selection of a broad variety of uses permitted within the Central Commercial, Service Commercial and Highway Commercial Districts to be located within any of the three districts which may be applied to a specific parcel. For example, if the basic zoning district for a parcel is Service Commercial, the property owner could apply for any of the uses listed as Permitted Use in either the CC or CH districts for review by the Planning Commission and City Council.

This policy introduces a great deal of flexibility in gaining new private commercial investment in areas which historically have been underutilized because of a mixture of land use, vacant parcels, aging structures, inadequate street improvements and inadequate utility service. Under the example provided above, a property owner would be eligible to select from more than 100 uses in addition to those already listed as Permitted Uses within the CS zoning district.

Actions are encouraged by the private sector to improve such areas as those east of 10th Avenue along either side of E. Lacey Blvd., at the 10th Avenue interchange with Freeway 198, the area north and south of Garner Avenue and along 10th Avenue, between Seventh Street and Grangeville Blvd.

The example provided above for the CS, CC or CH district use selections by a property owner would also apply in concept to the entire area on either side of 10th Avenue between

Seventh Street and Grangeville Blvd. North of Ivy Street, the basic zoning is intended to be NC, Neighborhood Commercial, with the opportunity to also achieve High Density residential use either separately or in combination with NC use through the CUP zoning application process. South of Ivy, the basic zoning is intended to be SC - Service Commercial, similar to properties further south to the Freeway.

The property development standards shall be those in which a proposed use is first listed under the Zoning Ordinance. Any existing use shall be considered to be a conforming use under the zoning ordinance for purposes of allowing its expansion on the same or adjacent property, except residential uses within the CC, CS or CH zoning districts. The General Plan clearly discourages new residential development within areas zoned CC, CS or CH, and within Zone B of the Airport Area of Influence as shown on Figure IV-2 and as described in the Transportation and Circulation Element of the General Plan. Existing residential uses within Commercial zoning districts may be permitted to expand only under Conditional Use Permit procedures of the Zoning Ordinance.

Office and Office-High Density continue to be concentrated north of the Central Business District along Douty, Irwin and Redington Streets, along West Lacey Blvd. in the vicinity of the Kings County Government Center, and along Greenfield Avenue west of the Kings Mall. The latter is a new designation. Offices are also permitted in all Neighborhood and Central Commercial areas.

All Neighborhood Commercial areas are retained, including those at Fargo and 10th Avenues, Fargo and 11th Avenues, 11th and Grangeville, 10th and Grangeville, 9-1/4 and Florinda, 11th and Davis Street, 11th and 12th and Hanford-Armona, Hanford-Armona and the Santa Fe Railroad, and Hanford-Armona and 10th Avenue.

All Central Commercial areas are retained without change, including the Central Business District between 10th and 11th Avenues, the area west of 11th Avenue along Garner Street and Sixth Avenue, the proposed future complex at West Lacey and 12th Avenue and on property north of the Kings Mall.

Service Commercial areas remain essentially unchanged and are concentrated in the east-west corridor between East Lacey Blvd. and Freeway 198, extending from the Central Valley Highway west to 12th Avenue. A five acre parcel immediately east of the Santa Fe Railroad along the south side of Hanford-Armona Rd. has been changed from Light Industrial to Service Commercial. A new Service Commercial strip is added along the west side of 10th Avenue and west of the cotton storage facility to the east as a buffer

between industrial use and the proposed Low-Medium Density Residential Reserve to the west. A strip of Service Commercial is designated along the entire frontage of the Home Garden Tract to reflect the dominant character of existing commercial use.

Highway Commercial Areas continue to be concentrated along the Freeway 198 corridor, especially at the Central Valley Highway, and at the 11th and 12th Avenue interchanges with the freeway. Minor areas are shown along third Street.

Freeway Commercial is limited to uses which require high exposure to freeway traffic. Freeway Commercial areas are designated on the General Plan Diagram along the north side of the Freeway between 9th and 10th Avenues and west of the line of 11 and 1/2 Avenue, and at all four quadrants of the interchange of the Freeway and 12th Avenue. While not shown on the Plan Diagram, Freeway Commercial is also encouraged at the interchange of the Freeway and 13th Avenue.

Industrial Development

Industrial development proposals remain essentially unchanged.

Light Industrial areas continue to be concentrated along the Freeway 198 corridor, east of 10th Avenue. Heavy Industrial areas are centered on the main line Santa Fe Railroad extending south from the Beacon Oil Company property to Houston Avenue, and then expanding east and west to encompass more than 600 acres extending south of Idaho Avenue. Continued industrial expansion on municipal airport property is envisioned.

PUBLIC AND SEMI-PUBLIC FACILITIES

This broad category of land use includes parks and recreation areas, public schools, government offices and services, drainage basins, and medical and religious institutions.

Park and Recreation Areas:

Park and recreation areas shown on the General Plan Diagram are consistent with policies and proposals of the Recreation Element described later in Part IV.

Schools:

Existing elementary, junior high and high school sites and facilities are to be retained, including undeveloped sites along North 10th and South 11th Avenues. Undeveloped sites are needed as a hedge against the time when increases in

classroom enrollment may occur. A new elementary school site is proposed west of the Little League athletic complex along Greenfield Avenue, immediately west of property designated for future expansion of the County Government Center.

Government Offices and Services:

City government administrative offices are to be retained in the Civic Center area north of the Central Business District. Sufficient area is available for office construction either north or east of the East Wing of the Municipal Auditorium for future office expansion, in accordance with policies and proposals of the Civic Center Master Plan.

The City's new corporation yard on South 10th Avenue is to be retained. Fire station site alternatives are currently under study, including new facilities in North Hanford (at Cortner and Douty Streets), taking over County facilities along South 10th Avenue west of the Fairgrounds, and building a new facility somewhere in the vicinity of the enlarged Kings Industrial Park in south Hanford. Any combination of alternatives is considered to be appropriate, provided that the City is able to meet national standards for fire station location and service in relation to the planned pattern of urban development.

The City will continue to participate with the County in expanding and/or relocating solid waste disposal facilities in accordance with its Joint Exercise of Powers Agreement with the County. Existing and/or future sites are to be located outside of the Hanford Planning Area.

Liquid waste treatment and disposal facilities will continue to be centered at the existing disposal plant site at Houston and 10-1/2 Avenues. Future expansion and/or relocation of effluent disposal ponds to a more southern location south of the treatment plant would open existing ponding areas to consideration for industrial use.

Drainage basins are to be located in accordance with the City's recently developed Master Drainage Plan, as described under the Water-Sewer-Drainage Element of the General Plan later in Part IV of this report.

Medical and Religious Institutions:

Medical and health care facilities should be encouraged in close proximity to the existing Sacred Heart and Community Hospitals, providing stable environments close to the residential areas of the community which they serve. This includes clinics, medical laboratories, pharmacies and special care facilities for the mentally or physically disabled.

Religious facilities, and particularly churches, shall be located along elements of the Arterial or Collector street system to assure convenient access from residential areas and an environment compatible with religious service functions. The need for church sites should be considered when possible during the process of reviewing subdivisions and other residential development proposals.

Open Space and Natural Resources:

These topics are discussed under the Environmental Resources Management Element of the General Plan later in Part IV of this report.

THE TRANSPORTATION AND CIRCULATION ELEMENT

INTRODUCTION

Components of the Transportation and Circulation Element include state highways, arterial and collector streets, minor streets, the Santa Fe and S.P. Railroads, and bicycle routes. Of these components, the street and highway system comprises the heart of the Element.

It is the policy of the General Plan to guide and provide for the development of an integrated system of internal circulation and access to other parts of the County to serve all citizens of the Hanford area, including the young, the old and the handicapped, by seeking the following:

1. Increased safety for citizens.
2. Provide for the efficient movement of people and goods.
3. Lower vehicle operating costs.
4. Provide economy in street construction.
5. Promote circulation facilities consistent with the needs of land use patterns promoted by the Land Use Element.
6. Minimize and avoid disruption of residential areas caused by vehicle traffic.

STATE HIGHWAYS

Hanford's linkage with other areas of the Valley, and the State, is provided by Freeway 198, Highway 43 (Central Valley Highway) and the Westside Freeway (Interstate 5). The Westside Freeway has provided an important alternate

means of interregional auto and truck transportation for Hanford, via Freeway 198. Freeway 198 was designated for further improvement in the 1970's, once I-5 was completed. This was to include widening and improving the approximate 20 mile section extending west from Lemoore NAS and construction of additional grade separation structures and interchanges within northern Kings County.

Deficiencies

Important deficiencies in the State Highway System remain including the following:

1. Narrow pavement of Highway 198 between Lemoore, NAS and Interstate 5.
2. A heavily traveled two-lane section of 198, extending east from 7th Avenue to Freeway 99 in Tulare County.
3. A heavily traveled two-lane section of Highway 43, extending north from Flint Avenue to Freeway 99 at Selma.
4. The need for interchange structures along 198 at 9th and 12th Avenues.
5. The need to convert the 10th Avenue - Freeway 198 interchange to at least a 3/4 interchange status, providing a west-bound on-ramp.

Only the 12th Avenue-Freeway 198 intersection improvement is scheduled, with a full interchange to be completed in 1985.

State Highway Policies

The following policies are proposed for improvements to the State Highway System:

1. That Highway 198 be converted to a four-lane expressway east to the Plaza interchange at Freeway 99.
2. That Highway 43 be converted to a four-lane expressway status from Flint Avenue to Freeway 99 at Selma.
3. Improvement of Highway 198 west of Lemoore NAS to expressway status.
4. Since improvement to these State Highway sections would be of benefit to adjacent landowners, as well as to non-agricultural commerce and travel, cooperation amongst Kings, Tulare and Fresno Counties

should be sought to achieve the dedication of necessary right-of-way from landowners, with a commitment from the State to improve these facilities if dedication efforts are successful. Short of achieving full four lane status for Highways 198 and 43, the provision of passing lanes at intervals would improve traffic flow and safety. An overriding consideration in seeking these improvements is the highly dangerous fog condition during winter months.

A number of major improvements to the State Highway system occurred over the past decades because Kings County, its cities and neighboring counties cooperated well in a sustained many-year effort to gain State commitments. In more recent years, the development of priorities has been formalized through the creation of the Kings County Regional Planning Agency Transportation Policy Committee in response to State mandate. Known as KCRPA, this body consists of elected representatives from the County, each of the cities, and the District VI Caltrans Director.

While KCRPA, its staff and advisory committees are responsible for developing priorities in transportation improvement, inter-county recommendations for Highways 198, 43 and 41 again require a sustained inter-county effort such as that undertaken during the 1950's and 1960's. Business, industry and agriculture all have an important stake in what happens to the state highway system. Organized promotion is essential not only to gain important improvements, but also to assure a safe level of highway maintenance. It should be noted that the construction of Interstate 5 was deemed important to provide service to Lemoore NAS. However, the 198 linkage remains an obstacle to adequate service in the event of a national emergency.

THE CITY'S STREET SYSTEM

A network of city streets and county roads has evolved in the Hanford Urban Area to accommodate traffic between and within major activity centers and residential neighborhoods. This network is functionally classified as follows:

Major Arterials serve as the principal network for cross-town traffic flow. They connect areas of major traffic generation within the urban areas and connect with important county roads and state highways. They also provide for the distribution and collection of through traffic to and from Collector and Minor streets serving residential, commercial and industrial areas.

Collector Streets provide for traffic movement between Arterial and Minor streets, traffic movement within and

between neighborhoods and major activity centers, and direct access to abutting properties.

Minor Streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas.

Existing Arterial and Collector streets are shown on the General Plan Diagram and include the following:

MAJOR ARTERIALS

North-South

East-West

10th Ave. (entirety)
11th Ave. (Fargo to Hanford-Armona Road)
Douty Street (Flint to Hanford Armona Road)
12th Ave. (entirety)
9th Ave. (Future-between Central Valley Highway at Fargo and Freeway 198)

Grangeville (entirety)
West Lacey
East Lacey
Seventh Street (10th to 11th)
Sixth Street (10th to 11th)
Fourth Street (10th to 11th)
Third Street (10th to 11th)
Hanford-Armona (10th to 12th)
Houston Ave. (entirety)

COLLECTOR STREETS

9th Ave. (Lacey Blvd. to Houston)
9-1/4 Ave. (Grangeville to East Lacey)
Kensington (Cortner to Grangeville)
Harris (Florinda to Sixth)
Irwin (Grangeville to Sixth)
Redington (Grangeville to Fourth)
Phillips (W. Lacey to Fourth)
Rogers Road (11th to Mulberry)
Greenfield Ave. (W. Lacey to Elm)
Campus Dr. (Greenfield to Fifth)
University Ave. (Grangeville to Greenfield)

Flint Ave. (entirety)
Fargo (entirety)
Cortner (Kensington to 11th)
Leland (9th to Douty)
Mulberry (11th to Rogers Rd.)
Terrace (10th to Douty)
McCreary (Douty to 11th)
E. Malone (10th to Douty)
Elm Street (11th to Greenfield)
Greenfield (Elm to 12th)
Florinda (9th to 11th)
Ivy (10th to 11th)
Garner Ave. (W. Lacey to 11th)
Frontage Road along the north side of Freeway 198 between 9th and 10th Avenues.

Problems and Opportunities

Alternative approaches should also be explored for reducing through traffic on minor streets, and for increasing traffic flow along Arterials. Examples are shown on Figure IV-1. As long as streets such as Harris, Leoni Drive, West Malone, Elm, Myrtle, Eleventh and Tenth Streets continue uninterrupted, they encourage their use by traffic not destined to and from the residential neighborhoods which they serve. They also increase the potential for traffic conflict where they intersect with Arterials.

City Street System Policies

1. The high costs of converting a deficient street into a "first-class" facility should be limited only to those elements of the Arterial and Collector Street systems where either:
 - a. High current and projected volumes of traffic are involved.
 - b. Joint city-county funding is involved; or
 - c. Significant contributions of private funds are involved as part of the cost of developing adjacent lands.
2. Improvements to the Arterial and Collector street systems should be made selectively to improve traffic flow, capacity and safety through traffic engineering solutions as compared to major structural improvements. This would include the elimination of an excessive number of intersections with minor streets, signalization, intersection channelization, use of directional signs and diversion of traffic onto streets which presently are underutilized in relation to traffic capacity and functional importance.
3. The timing and staging of improvements to the Arterial and Collector street systems should continue to be coordinated closely with the County. Continued cooperation is required to accomplish the objectives under Items 1 and 2, above.
4. In view of critical deficiencies in existing Arterial, Collector and Minor streets, the City should consider other forms of funding (e.g., assessment districts) as a means of overcoming deficiencies.
5. Subdivision and other developments along Arterials, which are also important Arterials or Collectors in the County road system, should continue to be required to back-on to such streets (with ornamental fencing, landscaping and waiver of access) to

provide frontage roads with limited points of access to the street, or front deep lots onto the Arterial with alley access for vehicles.

6. Proposals of the Transportation and Circulation Element should reflect options for reducing through traffic on minor streets, and for reducing the number of intersections with Arterials, as shown on Figure IV-1.
7. Design standards for Minor streets should permit a reduction in the width of right-of-way and paving required where innovative approaches to street design are proposed under the Planned Unit Development approach to land development.
8. Direct access from Arterial and Collector streets from residential areas is discouraged, except where physical circumstances do not allow for other design solutions. Access from the street side yard of a corner lot which sides onto Arterial and Collector streets shall be prohibited in new subdivisions or on undeveloped lots in existing subdivisions.
9. Left hand turn lanes should be provided for access from Arterials into high traffic commercial centers.

TRAFFIC AND PARKING WITHIN THE CENTRAL BUSINESS DISTRICT (CBD)

Policies and proposals for the improvement of traffic flow and parking within the CBD were adopted by the City Council in 1979 as part of the CBD Improvement Plan. Major proposals included:

1. Construction of a transition curve from Eighth Street northbound onto Irwin Street, and widening of Eighth Street along the south side of Courthouse Square.
2. Conversion of Seventh Street parking and traffic lanes between Douty and Redington to accommodate angle parking.
3. Increase the number of on-street parking spaces through conversion of parallel parking to diagonal parking along sections of Seventh, Eighth, Phillips and Irwin Streets.

4. Development of new off-street parking along the north side of the S.P. Railroad right-of-way (leased space).
5. Redesign or consolidate existing private parking lots with other adjacent public or private lots to gain more efficient use of space.

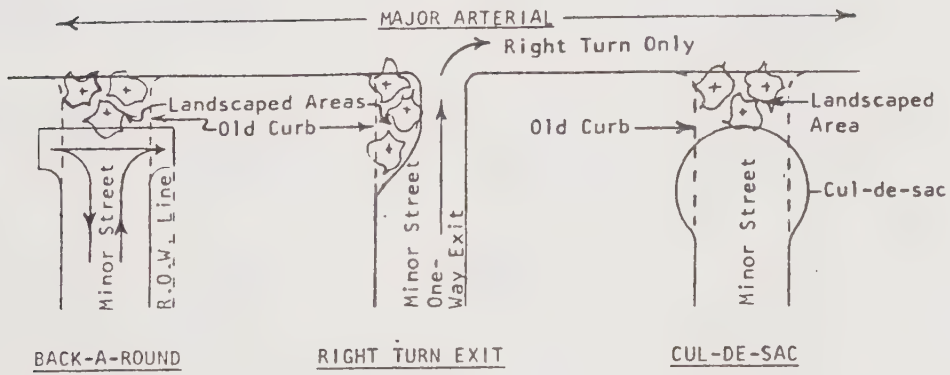
The City has partially carried out Items 2, 3 and 4 in the last few years, and should complete diagonal parking conversion along east Seventh (between Douty and Harris) and along Irwin (Sixth to Porter Street) in the near future. The proposal for widening Eighth Street from Douty to Irwin and of providing a northbound transition curve onto Irwin from Eighth has been shelved since the City leased the Courthouse Square property for private commercial development.

In the EIR prepared for the Civic Center and CBD Improvement Plan, it was noted that as Seventh Street reduces its traffic flow under diagonal parking, it will be important that Sixth Street and Eighth-Irwin-West Lacey become more important as a means of moving east-west traffic around the CBD. Opportunity still exists to accomplish both proposals, but the more precarious one is the Eighth-Irwin-West Lacey proposal. With the closing of Court Street, north of the old Courthouse, the first line of even limited east-west circulation north of the CBD is Center Street. The Civic Center - CBD Improvement Plan envisions east-west traffic destined to and from West Lacey to use the Irwin-Eighth-Harris connection with East Seventh Street. Unless provision is made for Eighth Street widening in front of Courthouse Square and a better transition with Eighth, traffic congestion is certain to occur at a level which frustrates the east-west through traffic pattern.

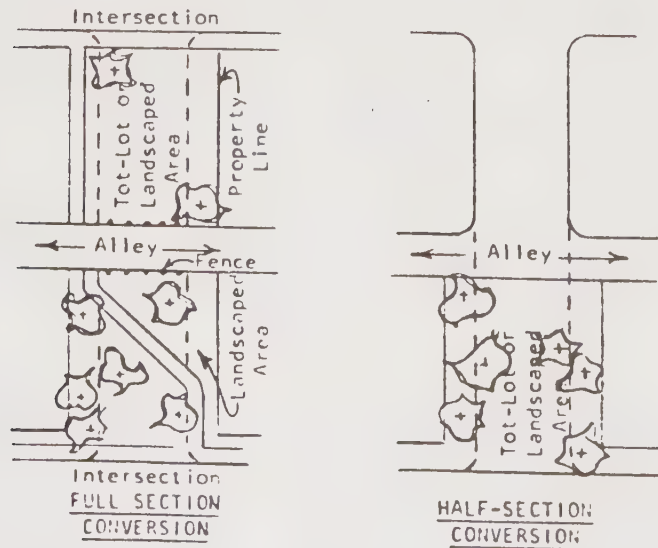
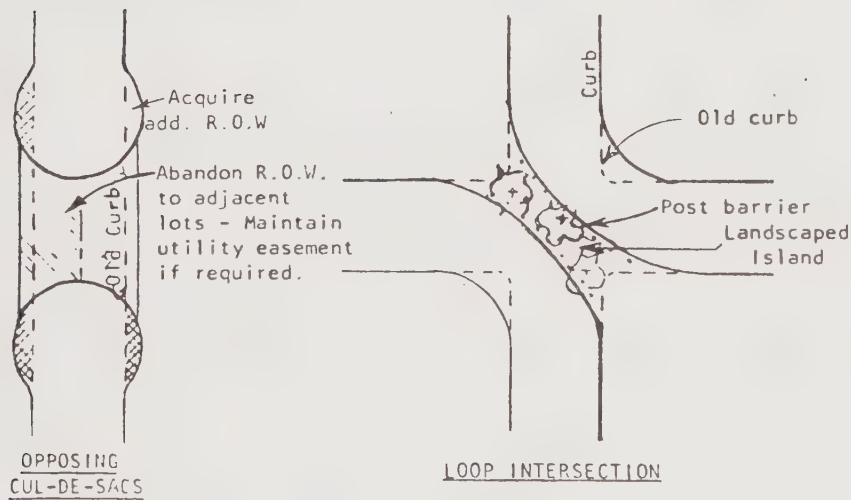
Completion of diagonal parking proposals of the CBD Plan will increase the number of on-street parking spaces at considerable savings and at locations close to stores and offices. Additional savings accrue through avoiding the construction costs associated with equivalent off-street parking area, keeping more land on the tax rolls and encouraging greater utility of private land for business expansion.

The proposals for additional leased parking areas along the south side of Sixth Street are intended primarily to satisfy the needs for all-day employee parking, and for over-flow parking needs during peak retail seasons of the year. This will place employee parking within walking distance of businesses in the retail core, while increasing the number of on-street and off-street parking available close-in for customers. Hanford's CBD does not lack adequate parking. Rather, it suffers from use of prime spaces by employees.

FIGURE IV-I
 ALTERNATIVE APPROACHES TO REDUCING
 THROUGH TRAFFIC ON MINOR STREETS



SCALE: 1" = 50'



The application of high parking fines would be counter productive to the interests of the City in increasing retail sales, unless fines can be levied solely on employees on the grounds that the public and private investment in CBD parking facilities was intended primarily for customers.

As the CBD continues to expand and prosper, the luxury of accommodating off-street parking at ground level at all locations will no longer be possible. Both the price of real estate and the substitution of parking for building space will preclude total reliance on ground floor parking. Because of the significance of new investment underway at Courthouse Square, and its location with respect to the retail core, the parking lot(s) along the south side of Eighth Street (south of Courthouse Square and east of the Carnegie Museum) become ideal candidates for a multi-story parking garage. Excavation could provide at least one floor below grade. A second story in combination would then provide three times the current parking capacity of each site.

Hanford's 30 year program of providing public off-street parking within the CBD has made a significant contribution to maintaining the retail core as the primary shopping center of the County. No other City of equivalent or greater population within the San Joaquin Valley can point to similar accomplishment. It is therefore incumbent on the City and the business community to maintain and enhance the attraction of the CBD through continued progress in matching parking demand with business expansion.

In-Lieu Parking Fee Policies

The City Council adjusted the in-lieu parking fee for uses in the CBD in 1983. Adopted first in 1963 as a part of the Zoning Ordinance, in-lieu fees are intended to assure equity in the provision of parking by uses occupying older buildings where sufficient site area is unavailable for parking.

After more than 20 years, it is important to re-establish the basis for in-lieu fees, and to provide guidance for the City in carrying out in-lieu provisions of the ordinance. Policies on in-lieu fees are:

1. In-lieu parking fee regulations recognize that there is at least a 50-50 responsibility between the City and downtown property owners in meeting parking needs.
2. In-lieu provisions are intended to release businesses from meeting an otherwise impossible on-site requirement for parking. However, the payment of in-lieu fees places the City in a position of having, in place, an Off-Street Parking Plan so

that those who pay fees are assured of having parking facilities in reasonable proximity to their business location within a reasonable period of time.

3. The standard for off-street parking requirements within the CBD is one space for each 800 square feet of gross floor space, recognizing that the typical CBD parking space is used for multiple purposes in shopping, business office visits, eating and entertainment. This standard will also better meet the needs of small businesses in existing structures which may require additional off-street parking when a change in use occurs.
4. Primarily night-time uses should be allowed to take advantage of available day-time parking area (on-street and off-street) to some reasonable extent, and not have to pay in full. The Zoning Ordinance currently allows such consideration.
5. Uses which typically are day-time uses should have to pay in full when a significant change of use or structure occurs requiring additional parking.
6. In-lieu fees may be required for residential use above the first floor of an existing commercial structure on a case-by-case basis.
7. In-lieu fees may be required for the rehabilitation of structures which have been designated as historic structures by the City on a case-by-case basis.

Off-street parking is the lifeblood of a prosperous Central Business District. Newcomers have an absolute responsibility to pay their fair share. In the last analysis, new business enterprise could not hope to succeed within the CBD, if the City and property owners had not paid careful attention to off-street parking requirements over the past 30 years.

PEDESTRIAN AND BICYCLE CIRCULATION POLICIES

1. The City and County should develop a coordinated program for the progressive provision of sidewalks along Arterial and Collector streets within developed areas; costs should be shared by property owners who will benefit. Sidewalks should be required along all streets within residential areas outside of the City limits as land is developed.
2. The relatively compact character of the community encourages the use of bicycles as an alternative

mode of transportation. This compactness, plus the high cost of providing separate Class II bikeways along Arterial and Collector streets suggests that the public make greater use of minor streets as principal routes of bicycle transportation. A Class II facility involves a four foot wide striped bikeway between the outer travel lane for motor vehicles and the on-street parking lane.

The Class II level of improvement proposed by the Kings County Regional Planning Agency should be limited to the following segments of the City's Arterial and Collector street system:

- a. The Grangeville Boulevard, Elm Street; West Lacey and Hanford-Armona road crossings of the Santa Fe Railroad.

RAIL TRANSPORTATION

Hanford is fortunate in being served by two railroads -- the mainline Santa Fe (Amtrack passenger and freight service) and the Coalinga Branch line of the Southern Pacific (freight only).

Passenger service on the Santa Fe has been greatly reduced since 1970, with the loss of direct transcontinental service between San Francisco and Chicago. With the advent of Amtrack several years ago, convenient travel between Hanford and other communities in the central and northern San Joaquin Valley, the Bay Area, has increased. However, continuation of Amtrack service is very uncertain since it requires subsidy by the State as well as by the Federal Government.

In 1970, there were 27 points of conflict between the two railroads and the Street system. With the exception of a few minor streets within the unincorporated fringe of east Hanford along the S.P Railroad, hazards to motor vehicles have been eliminated through the installation of flashing signals and automatic gates. These improvements have made it possible to increase the speed limit of through freight trains along the Santa Fe, thus reducing vehicle traffic delays along the Arterial and Collector street systems.

AIR TRANSPORTATION

The Hanford Municipal Airport is included in the National Airport Plan and is classified as a General Utility Airport. General Utility airports accommodate all general aviation aircraft except large transport and jet aircraft which require long, reinforced runways to support the heavy gross weight of such aircraft.

Master Plan

A revised Airport Master Plan was prepared in 1978, which shows the configuration and location of the runway, taxiways, aprons and other facilities, and clear zones and approach surfaces. Land not required for aviation use along the west and northeast boundaries is proposed for future industrial development. The road providing access from Hanford-Armona Road to the hanger area is proposed to be extended on a parallel alignment along the west side of the runway to Glendale Avenue, which separates the Hanford Cemetery and County Fairgrounds, and which would provide direct access from 10th Avenue.

Based on the Master Plan, significant improvements have been made including runway and taxiway extensions, the conversion to Medium Intensity Lighting, and the addition of hangers, tie down facilities, parking and training facilities. Aviation easements have also been purchased northwest of the runway to assure that additional urban development will not become a hazard to airplanes within the clear zones.

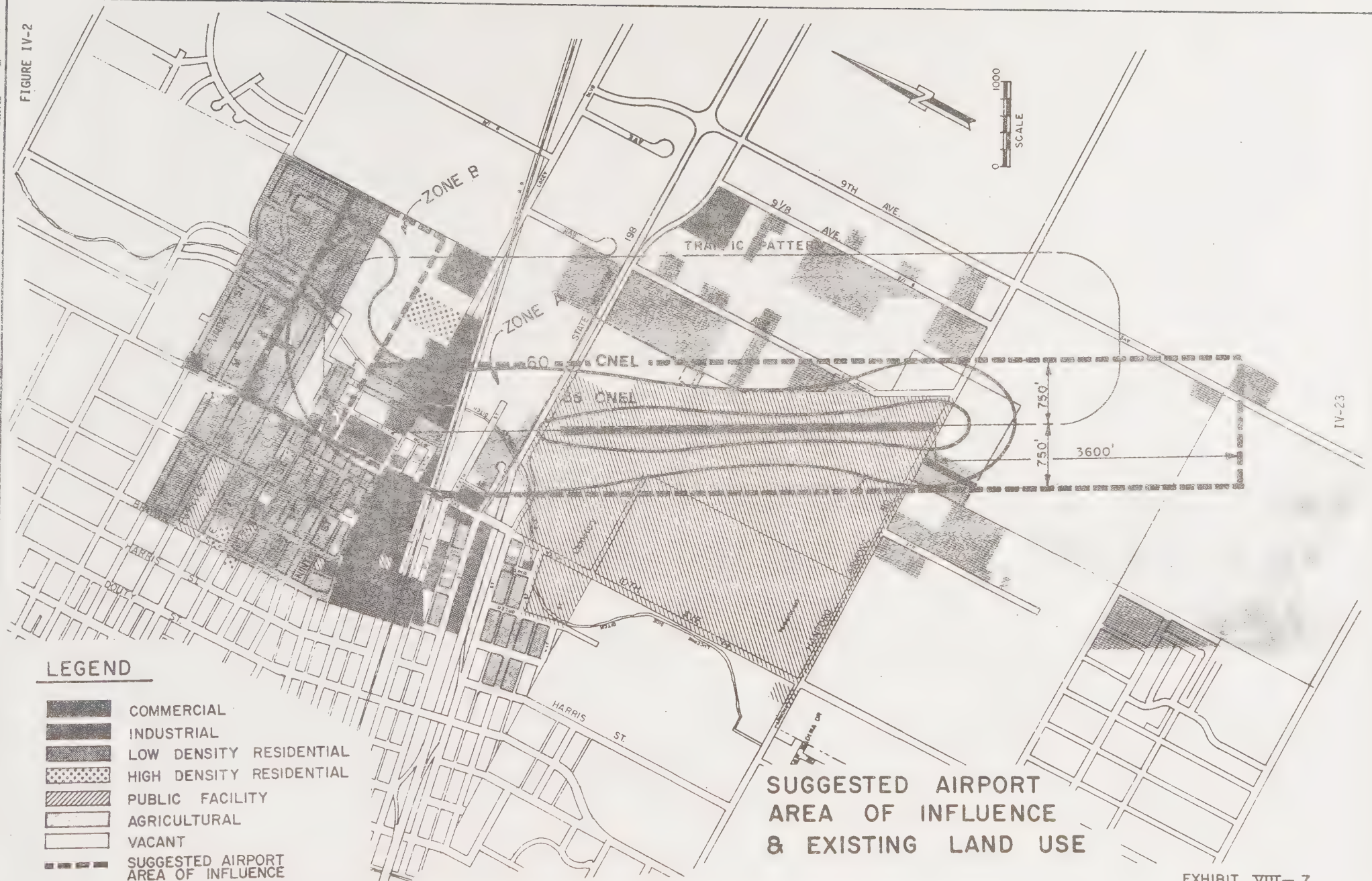
Further extension of the runway to the south of Hanford-Armona Road remains a long range consideration. Such extension will be necessary in time to: 1) protect the substantial investment of public and private funds in airport facilities; 2) increase the margins of safety required in take-off and landing patterns which now pass over developed and partially developed areas nearby; and 3) maintain capacity for growth in airport operations. Together with the clear zone south of Hanford-Armona Road, the runway could be extended as much as 1,600 feet. In such event, additional property purchase would be required for taxiway and airplane parking, and to extend the clear zone. It would also require diversion of Hanford-Armona Road around the south end of the extended runway, adding approximately 0.4 miles of roadway.

Land Use Compatibility Within the Airport Environs and Airport Policies

The importance of assuring a mix of land use within the airport environs which is compatible with airport operations is provided by the following policies:

1. Lands adjacent to the airport are to be retained or developed for uses which are wholly compatible with airport operations, including the protection of air space within landing and take-off flight patterns. Land east of the airport should be reserved for low density rural residential use on parcels of 1-5 acres; aviation easements should be acquired at the north end of the runway; and airport zoning regulations should be established to protect air-space in downwind, base leg and final approaches to

FIGURE IV-2



the runway which is outside of clear zones acquired by the City.

2. The proposed Airport Area of Influence shown on Figure IV-2 shall govern in the review of development proposals within the airport environs, as follows:

Within Zone A (as shown on Figure IV-2):

- a. No new residential construction or facilities involving places of public assembly; including schools, churches, auditoriums, cafes, restaurants, theaters, bowling alleys, ice cream parlors, motels, hotels, hospitals, and similar public or private facilities where significant concentrations of patrons and/or employees can be expected.
- b. Air space zoning shall be required in conformance with Part 77 of Federal Aviation Administration regulations limiting the height of structures in the airport environs.
- c. No new structures within 300 feet to either side of the centerline of the runway, except airport facilities.
- d. No new structures within 1000 feet of the south-easterly extension of the runway.
- e. Only commercial and industrial structures within 1000 feet of the northwesterly extension of the runway which do not conflict with any of the policies cited above.

Within Zone B (as shown on Figure IV-2):

- f. No new residential subdivisions.
 - g. Single-family residences on existing recorded single-family lots would be allowed on a case-by-case basis only if an analysis of noise attenuation requirement is made, and needed noise attenuation features are provided by construction proposals.
3. All other vacant land areas are to be retained in some form of appropriate open space. The City shall acquire such undeveloped lands that are to remain in open space use.

THE PUBLIC SERVICES AND FACILITIES ELEMENT

INTRODUCTION

This Element covers municipally-owned utilities, educational facilities, police and fire protection and general government services. Park and recreation service is covered under The Environmental Resources Management Element. In evaluating future requirements for these vital areas of local government services, the City should examine approaches to financing which have become quite commonplace throughout California during the past decade. Many growing communities have adopted special Urban Growth Management ordinances to cover the capital costs of parks and recreation areas, schools, fire stations, libraries, off-street parking and arterial streets.

Hanford's approach has been quite conservative, with new development being basically responsible for the costs of on-site street improvements and utilities. The City has depended on other sources of funds for the capital costs of infrastructure which benefit the community-as-a-whole. With the fall-out effects of Proposition 13, Hanford may also have to examine innovative approaches to financing needed public facilities. Such approaches as requiring school impact fees for temporary and permanent classrooms, recreation impact fees for park and recreation area development, and a gross fee for "buying-in" to the existing arterial street system, are ones which the City should explore to avoid a lowering in the overall levels of service people of the community have come to expect, and which they need. An overriding consideration is that the City must maintain and expand levels of service to meet legitimate needs if it is to remain attractive for continued economic growth and improvement in the quality of life for its citizens. Of equal importance is that costs should be borne as equitably as possible by those existing as well as new residents who will benefit.

THE MUNICIPAL SEWERAGE SYSTEM

The municipal sewerage system consists of a system of underground pipe for the collection of liquid wastes, a treatment plant (including a ponding area for the oxidation of sewage effluent), and farm land for the disposal of treated sewage effluent. The treatment plant and ponding area are located on city-owned land south of Houston Avenue between 11th Avenue and the mainline Sante Fe Railroad.

The City's sewerage system is very adequate to permit a substantial number of new connections to the system in the long-term, provided that incremental expansion of treatment plant capacity continues.

Current Collecton Capacity

The City acted wisely and promptly to overcome 1970 deficiencies in the sewerage system. With the assistance of federal grants, the 11th Avenue outfall and West Lacey and Hanford-Armona Road interceptors were constructed. During the remainder of the 70's and early 80's, additional improvements included extension of the 11th Avenue outfall to Cortner Street (and very recently to Fargo), construction of the east and west Grangeville interceptors, extension of the north 10th Avenue outfall and expansion of treatment capacity to 3.0 MGD. (million gallons per day).

Kings County has played an important role over the past decade in bringing unincorporated subdivisions on-line as well. Areas completed include: Home Gardens-Sunnyvale Tract, Short Acres, and West Sixth and Seventh Streets. The County's current program (with federal assistance) calls for connecting the following unincorporated areas within the urban fringe:

- Thompson Colony
- Roosevelt School area
- Hardcastle area
- Homevilla Tract
- El Rancho Park - Hamblin subdivisions.

These connections will cover virtually all unincorporated subdivisions with the exception of the Crowell subdivision along Beulah and Mary Streets south of Grangeville and east of 10th Avenue, and the residential acreage subdivisions south and east of the airport, along North 11th and North Douty near Flint and the Sunset Acres - Fitzgerald Lane area. Effectively, more than 95% of all urban development will be on-line with these improvements.

Sewage Treatment Capacity

Even with increased capacity provided in 1979, in-flows to the treatment plant have increased to an average of 2.8 MGD (million gallons per day), partly because of the connection of Home Gardens and the Sixth-Seventh Street residential area west of 11th Avenue which were not anticipated in the 1979 expansion program. With upgrading of the headworks at the plant to accept larger volumes of in-fluent, capacity can be increased at reasonable cost to serve another five year planning period. However, if all of the developed fringe areas are connected by the County (see above list), and the headworks are not enlarged, then remaining capacity would be used up, and there would be little if any room remaining for new residential, commercial and industrial expansion.

Because of the lead time required to expand plant capacity, definite plans are being made as part of the City's capital improvement program to avoid another crisis such as that which existed in 1970. The City's Department of Public Works recommends that plans be carried out in five year increments to avoid problems. With improvements to plant headworks and the addition of a primary clarifier, a digester and a final sediment tank, treatment capacity could be doubled to take care of all population, commercial and industrial growth expected over the next 20-25 years.

The potential for rapid depletion of treatment plant capacity from industrial flows cannot be ignored. Some cities have constructed separate waste collection systems. However, there is no necessity for a separate system in Hanford as long as new industrial connections do not require heavy BOD (biochemical oxygen demand) and flow accommodation. An example of a heavy load industry would be a food processing plant, generating high levels of organic wastes which easily could overload the treatment system.

Oxidation Ponds and Effluent Disposal Areas

The entire flow of sewage arriving at the treatment plant requires disposal after it leaves the plant in a semi-purified condition. The flow is referred to as "effluent" after treatment, and it is disposed of by pumping from oxidation ponds close to the plant to farm land, where it is dissipated by evaporation and percolation into the land. The City currently has adequate area for ponding and dissipation south of the treatment plant, but it is nearing its capacity.

With the creation and recent expansion of the Kings Industrial Park immediately to the south, current disposal ponds are becoming more and more valuable for industrial use. Given the inclusion of Industrial Park lands within the South Hanford Redevelopment Project Area, their continued use for effluent disposal over any protracted period of time may be counter-productive as compared to industrial use of the land.

To permit eventual conversion of city-owned disposal lands to industry, acreage at far lesser value would have to be acquired (or leased) several miles to the south. Another important reason for considering such action is that a disposal field has absolute limitations to absorb and evaporate effluent. Any imbalance in the ratio of available field area to quantity of effluent to be dissipated can cause serious problems of odor. Given the location of existing ponds upwind from the existing and expanding industrial area to the south, the City cannot afford to wait until a problem occurs, lest inaction give the City a bad name for industrial location. The prudent course is for the City to

act to prevent such conditions from occurring well in advance of the possibility. Such action would be fundable under the Redevelopment Agency's authority to undertake improvements outside of Project Area boundaries which would benefit lands within the boundaries.

Sewerage System Policies

1. Expansion of the sewage treatment plant should be undertaken with a lead time sufficient to avoid strain on plant capacity. This will require a complete analysis of the plant's headworks, and the possible addition of a primary clarifier, a digester and final sediment tank. Such improvements would double current capacity to meet all needs of urban expansion over the next 20-25 years.
2. New industries which would generate high levels of organic wastes, and which would require high levels of oxygenation during treatment, should be required either to pre-treat wastes at the industrial site, or to contribute fairly toward the costs of increasing BOD treatment capacity at the sewage treatment plant.
3. Treated sewage effluent currently is disposed to land west of South 11th Avenue, for crop irrigation. Acceptance of this effluent by the farming contractor is assured under a contract which extends for approximately 10 years. Before the contract period expires, the City should reevaluate its terms as a basis for negotiating an extension or finding other lands for effluent disposal.

THE MUNICIPAL WATER SYSTEM

The City's water system poses few problems for meeting the needs of urban expansion, provided that a reasonable solution to current problems of exceeding arsenic content can be found. In acquiring the system from the California Water Service Company in the late 1950's, the City also assumed responsibility for serving developed lands within the unincorporated fringe. However, some developed areas outside of the city limits are served by other types of water companies previously established under State Law. An example is the mutual water system which serves Sunset Acres south of Grangeville Boulevard and east of 12th Avenue.

Water System Policies

1. The City should continue in its efforts to assure

that maximum arsenic concentration standards imposed by the State are supported by irrefutable evidence of danger to the public health.

2. In the event that the City is unsuccessful in its request for relief from the State's arsenic level standard, water rates should be increased equitably for all existing as well as future development to assure capability to meet the capital costs of new wells.
3. As water trunk lines are extended into the unincorporated fringe, the City should either require annexation or an agreement that benefiting land owners will not oppose annexation.
4. Other public water systems serving fringe areas also are plagued by arsenic concentrations which do not meet State standards. The City should work toward the total consolidation of such systems with the municipal system where appropriate.

THE MUNICIPAL DRAINAGE SYSTEM

The City and County have recently cooperated in the preparation of a Master Drainage Plan for the existing and planned urban area. Implementation of the Plan will assure positive drainage of all existing and planned development. The Master Drainage Plan is hereby adopted as part of the General Plan, by reference.

Some problem areas exist where off-site drainage is not possible, therefore, requiring that developers provide on-site drainage basins for which they will have continuing responsibility for maintenance. Most of these problem areas lie south of the freeway and east of 10th Avenue, and south of Hanford-Armona Road between 10th and 11th Avenues.

Drainage System Policies

1. All new development within the unincorporated fringe area which is capable of positive off-site drainage under the new Master Drainage Plan should be required by the County to provide curb, gutter and transition paving to City standards. Where intervals in curb and gutter would exist so that a continuous flow to the appropriate off-site disposal area would not be possible for some time, provision should also be made for temporary on-site drainage.
2. Where off-site drainage is possible in County areas of the urban fringe, the County should require

drainage fees equal to those of the City which would be allocated toward the purchase of off-site drainage disposal areas, such as sloughs, in accordance with the Master Drainage Plan.

3. All privately-owned natural sloughs indicated as being necessary to carry out the Master Drainage Plan should be acquired at an early date. If necessary, condemnation proceedings should be invoked to assure the availability of sloughs for drainage when needed. This would avoid further loss of a resource of great value which cannot easily be reclaimed once filled-in for farm production.
4. The City and County should develop an action plan for progressive implementation of the Master Drainage Plan. This should include a phased program, including adoption of the necessary County ordinance to effect Policy Nos. 1 and 2, above, and a strategy for annexing developed areas as an alternative to County action.

ELEMENTARY SCHOOL SERVICE

Service by Several Districts:

Elementary education services within the community are provided by five elementary school districts -- Hanford, Armona, Pioneer, Kit Carson and Lakeside. The Hanford District serves most of the urban area, while the other districts serve subdivisions and scattered non-farm housing in all sectors of the community's fringe area.

The Armona District serves the Parkside Estates subdivision located near 12th and Hanford-Armona Road; the Pioneer District serves the area north of Fargo Avenue between the Central Valley Highway and 12th Avenue; the Kit Carson District serves the El Rancho Park area along East Lacey Boulevard; and the Lakeside District serves the Home Garden area. Areas served by the Armona and Pioneer Districts include developed residential areas within the Hanford City limits.

Collectively, the four surrounding districts serve enough children in the urban area to more than require an entirely new elementary school plant and to require a second junior high school if all the children were served by the Hanford District. This condition raises important questions concerning the relationship of future development policy within the urban area to policies of school district organization and service.

With the exception of the Hanford and Armona Districts, the remaining districts were organized primarily to provide service within rural areas. If future development is to be encouraged in accordance with current policies of the Hanford General Plan, additional loading can be expected in the Armona and Pioneer Districts. The Pioneer District would eventually become a primarily urban service district as the result of substantial residential expansion now underway north of Fargo Avenue.

The alternatives to expansion of the urban service roles of surrounding districts include: 1) avoid further urbanization outside of the Hanford elementary District; 2) extend the Hanford District boundaries to include areas which are urban and which are likely to urbanize in the future; and 3) unify the five elementary districts within the Hanford Joint Union High School District.

The first alternative has limited potential, given the extensive commitment of lands north of Fargo Avenue to residential expansion, which are served by the Pioneer District. The second and third alternatives require discussion amongst the Districts because of tax consequences, uncertainties in levels of school funding which can be expected from the State and the loss of the long-standing sense of independence valued by the four districts surrounding the Hanford District. A renewed attempt at unification may fail again as it did in the 1960's. However, a more important long-term problem may result from continued fragmentation in school service within the urban area. This could create psychological as well as physical barriers to a sense of belonging and participation in the Hanford community as a whole, and to the eventual expansion of municipal boundaries which would be necessary to assure equity in the provision of urban services equally throughout the entire urban area.

Capacities and Needs of the Hanford Elementary School District:

Table IV-2 shows the growth and change in enrollment within the Hanford District over the past 25 years by school site, in comparison with the design capacity of each site. From a peak enrollment during the 1969-70 school year, enrollment declined steadily between 1970 and 1981 because of changes in the age composition of households and families. However, since 1981, enrollment has been on the increase, and school officials estimate that there is remaining capacity for only 250 students. During the next decade, enrollment is expected to exceed capacity, requiring at least one new elementary school and perhaps additional classrooms at some existing school sites. The pinch of over-crowding could occur within only two years, at the current rate of increase of 137 students per year. In order to accommodate even 250

TABLE IV-2

HANFORD ELEMENTARY SCHOOL DISTRICT ENROLLMENT, 1960-1984

School Site	Approx. (1) Student Capacity	1959-60	1969-70	1974-75	1980-81	1981-82	1982-83	1983-84
Jefferson	600	506	565	414	358	391	391	399
Lincoln	600	470	504	316	433	441	431	487
Monroe	616	306	604	537	602	589	621	624
Lee Richmond	600	480	499	590	459	551	514	533
Roosevelt	540	309	433	474	440	474	495	553
Woodrow Wilson	600	514	725	748	612	625	679	708
TOTALS	3,556	2,749(2)	3,442(2)	3,079	2,904	3,071	3,131	3,316(3)

- (1) Design capacity is determined separately for each school in accordance with State standards. These standards take into account such factors as the number and size of classrooms, vacant site area, total site area, area in playground, and special facilities yet to be constructed. Ability to enlarge is affected by the same standards.
- (2) Includes enrollment at Washington School which since has been converted to pre-school use.
- (3) Enrollment as of 1/27/84.

more students, some former classroom space which has been used for other purposes during the period of enrollment decline will have to be returned to classroom use to avoid overcrowding in the short term. The potential for overcrowding becomes even more significant in consideration of the fact that one of the most rapidly growing residential areas of the community has been north of Fargo Avenue, within the service area of the Pioneer School District.

Enrollment capacity already has been reached at Monroe, Roosevelt and Woodrow Wilson Schools. The greatest remaining capacity is at Jefferson, where the age composition of households within the school's service area has increased. This will make it possible to handle school child generation from the developing area of West Hanford for several years before capacity is reached. But with a continued increase in enrollment at lower grade levels expected throughout the community, the most serious problem of overcrowding can be expected at Woodrow Wilson Junior High. The District has already had to add temporary classrooms at Roosevelt, Monroe and Woodrow Wilson, and some space is available for others if necessary. Additional temporary classroom construction at Woodrow Wilson would be required as an interim measure, pending financial solutions to the need for a second Junior High north of Lee Richmond, for which plans had been prepared in the late 1960's but never implemented.

Approaches to Financing

The Hanford Elementary School District has two vacant sites available for new school construction which were purchased in the early 1960's. One site is located between Fairmont Drive and 10th Avenue in North Hanford, and the other is along the north side of Hume Avenue, west of 11th Avenue, in South Hanford. But while site acquisition does not pose a problem, obtaining monies for construction does.

Because of the financial limitations imposed by Proposition 13, there are few options to obtain construction money. They include State bond monies, lease-purchase under the Leroy Green Lease-Purchase Act, enactment of a local school impact fee ordinance, and application of the Mello-Roos Community Facilities Act of 1982.

A school impact fee ordinance is authorized under the provisions of Chapter 4.7 of Division 1 of Title 7 of the Government Code. This law requires a formal request and demonstration to the City by the School Board that classroom capacity has been reached, and that new residential development will seriously impact the District unless an ordinance is passed providing for the collection of fees from developers for classroom construction. This approach is being used quite widely throughout the State in rapidly growing areas. Its major limitations are that the money

collected can only be used for the construction of temporary classrooms, and that there may not be sufficient lead time to collect enough money to prevent overcrowding. This would require the District to find money from some other source to construct core facilities at a new school site, or to strain core facilities at an existing school site by the addition of too many temporary classrooms.

A further limitation is that it places the entire burden on the new population and creates inequities in the event that overcrowding is eased to the point where subsequent developments cannot be charged a fee for each new housing unit.

The Mello-Roos approach is innovative in that it permits the School District to adopt a revenue bond issue covering undeveloped land with the vote of only one landowner, or at least no more than 12 registered voters. If more than 12 registered voters are involved, it requires a majority approval by the voters. Its limitations for Hanford are that it would take several landowners to form a community improvement district large enough to generate sufficient bond money.

Other opportunities for financing school construction and for easing conditions of overcrowding are a special District-wide tax override, converting schools to year-round schedules, and adopting an ordinance (by the City) requiring evidence of satisfactory negotiation between the District and a developer of payment for permanent school facilities.

Conversion to year-round schedules is now in place in Fresno, Visalia and Bakersfield, and can have the effect of increasing classroom capacity by as much as 30%. Limitations are increases in the overall costs of facility maintenance, and requirements for air conditioning.

In addition to adopting a school impact fee ordinance, the City could also adopt an ordinance for permanent classroom construction fees. This type of ordinance can be used in lieu of the school impact fee ordinance described above, and requires the developer to show that an agreement has been reached with the school district to provide an adequate contribution for the construction of permanent classroom facilities. The District must still provide evidence of overcrowding, and the City retains the right to affirm or deny the District's findings. This ordinance also allows the dedication of land in lieu of fees where consistent with land use policies of the General Plan. The value of the ordinance is that it circumvents the limitations of the impact fee ordinance which only permits monies to be used for temporary classrooms.

Enrollment Projections:

Assuming a continuation of current trends in enrollment increase, the Hanford Elementary District can expect to add approximately 840 new students by the 1989-90 school year. This will use up all remaining classroom capacity, plus require the construction of a new 600 student elementary school. The most logical site would be the one along Fairmont Drive in North Hanford. Projections beyond 1990 could only be speculative at this time. It is possible that family characteristics will again mirror the declines in school child generation experienced during the 1970's, once the current crop of children resulting from the post World War II baby boom has passed through the elementary system.

HIGH SCHOOL SERVICE

The Hanford Joint Union High School District is in relatively good shape for the next 6-10 years, having substantial excess classroom capacity. Table IV-3 shows that peak enrollment was reached in 1976, and that enrollment has declined by approximately 20% over the past five years.

TABLE IV-3

<u>Year</u>	<u>Number of Students</u>	<u>Percent Change</u>
1960	1,489	-
1965	2,027	+36.1
1970	2,247	+10.9
1976	2,500	+11.3
1984	2,000	-20.0

This decline has created an excess capacity for approximately 600-700 students, which isn't expected to be reached until the end of the current decade. Although the need to construct new classroom facilities is not imminent, plans must be made for accommodating the increased enrollment which will be generated by the elementary school districts within the High School District. Current site area is sufficient for all anticipated needs. An additional 15-20 acres is available at the West Campus, and a 10 acre site is available at the East Campus, between Kensington Way and 10th Avenue. The latter site, while too far removed from existing facilities for classroom construction, could be converted to athletic field use, with a portion of the existing athletic field removed for building construction if needed.

All of the means currently available for the financing of elementary school construction are also available to the

High School District. By having the advantage of time, the High School District may benefit greatly from further efforts by the State to provide an assured capability for meeting operational and expansion costs over the long-term.

Educational Facility Policies

1. The City and Hanford Elementary School District should draft a school impact fee ordinance for temporary classroom construction, and an ordinance for permanent classroom construction financing. These ordinances should be drafted so that they can be put in place at the time when needed. This will provide adequate time for public discussion of the issues involved in relation to alternative approaches to school construction financing.
2. Existing sites purchased for new elementary schools along Fairmont Drive and Hume Avenue should be retained by the Hanford Elementary School District.
3. The High School District should retain undeveloped lands at both the East and West Campuses as a hedge against future requirements for classroom expansion.
4. The five elementary school districts which serve the Hanford urban area, and the City, the County Superintendent of Schools and the Local Agency Formation Commission should jointly undertake a comprehensive evaluation of school district boundaries in relation to patterns of urbanization depicted by the Hanford General Plan. This study should embrace factors of overcrowding, needs and costs of new construction, costs of maintenance and operation (including busing) and financial alternatives for meeting future needs. Use of the Joint Powers Act should be explored as an alternative to unification.
5. All of the school districts which are expected to be impacted with overcrowding in the next few years should evaluate the potential for year-round schedules to increase classroom capacity as an alternative to imposing school impact fees or special tax elections.

THE COUNTY GOVERNMENT CENTER

The County of Kings has constructed a new County Government Center along the north side of West Lacey Boulevard to meet the needs of the County for another 15-20 years. The new center contains all of the offices formerly housed in the original Courthouse located in Hanford's downtown, and also includes a new juvenile detention facility and expanded jail facilities. Plans are under way to provide further jail expansion for minimum security inmates on County property to the north of the Government Center. The Government Center project also resulted in the remodeling of the former County

Hospital (same site) and County Health, Agricultural Extension and other offices located on the south side of West Lacey along Campus Drive.

With these major improvements, the General Plan need only consider options for future expansion of the Government Center in the long-term.

The County has approximately 44 acres of undeveloped land north of the Government Center formerly used as part of the old County Honor Farm. Of this, approximately 13 acres is proposed for possible development of a new elementary school-neighborhood park along Greenfield Avenue (extended). This would leave 31 acres, of which 10-12 will probably be required for jail expansion. The remaining 20 acres would be available for long-term expansion needs of the Center.

County Government Center Policies

1. The remaining acreage at the Government Center should be reserved for future County office expansion needs, with the possible exception of acreage along Greenfield Avenue (extended) proposed for a future elementary school-park site.
2. Given the location of the main jail facility along Lacey Boulevard, adjacent to the west property line of the Government Center, the County should consider whether 5- 6 acres should be acquired immediately to the west for future expansion of the main jail facility. This is approximately the area now used for the main jail facility. If the area to the west is allowed to develop in other uses, the County would not be able to directly expand the main jail facility at a later date. Even with the new minimum security facility, the County will still be operating significantly over main jail capacity. This suggests that main jail expansion to the west may be required.

THE CITY GOVERNMENT CENTER

Significant improvements to the quality and area of City Government offices have been realized over the past decade. Improvements include the new Police Facility northeast of the Auditorium, a new Corporation Yard along South 10th Avenue, remodeling of the old post office on Douty Street for the Public Works Department, remodeling of the Council Chambers, and remodeling of offices for other departments in the east wing of the Auditorium.

These changes and improvements have added considerable useful life to existing facilities. In the event that future expansion is required, policies of the Civic Center Master Plan (an element of the General Plan) call for either the

conversion of utility company offices at Fuller Way and Douty Street to City use, or adding a new building directly east of the Auditorium.

Fire Station requirements are the remaining need for City consideration. The 1972 General Plan proposed a new fire station at the northwest corner of Douty and Cortner Streets, and the City acquired the site for a new station. The site was proposed in expectation of continued northern residential growth, to assure that all parts of the City would be within the maximum 2.5 mile running time recommended by the American Insurance Association. Development north of Fargo Avenue already places newly developing areas beyond this range.

Because of the extensive industrial park expansion plans for lands south of Houston Avenue, the location for a second fire station should be reexamined. Statistics indicate that the frequency of serious fires can be expected to be greater in commercial and industrial areas than in residential areas. The new industrial area to the south is also beyond the 2.5 mile range recommended for adequate service.

City Government Office and Fire Facility Policies

1. The City should reaffirm existing policy for meeting office expansion needs to the east and northeast of the Civic Auditorium.
2. The most appropriate location for a second fire station should be reexamined in light of northern residential and southern industrial expansion envisioned by the General Plan. This should include possible replacement of the existing station, acquisition of the County station along south 10th Avenue, use of the Cortner-Douty site, and a new station along Houston Avenue near Douty or 11th Avenues.

THE HOUSING ELEMENT

INTRODUCTION

The Housing Element which follows consists of policies and actions required to carry out the Housing Element prepared by the Kings County Regional Planning Agency and adopted by the City of Hanford in 1984. The entire element as prepared by the County is hereby incorporated as part of the General Plan, by reference.

ADEQUATE PROVISION OF HOUSING SITES

1. Low and moderate income housing sites are to be decentralized throughout the five neighborhoods of the community (north, south, east, west and central), including the designation of additional land for multi-family and other non-single family detached housing, while avoiding excessive concentrations of such housing within any of the neighborhoods of the City.
2. Vacant land within all residential areas shall be considered appropriate for the location of manufactured housing on permanent foundations, subject to reasonable architectural and site plan review standards. The Planned Unit Development process shall be encouraged to provide mobile home subdivisions with lots under 6,000 square feet in area.
3. The general public shall be provided with adequate information regarding manufactured housing and mobile home policies in order to avoid discrimination against such housing demand.
4. Expanded housing opportunities for the elderly, handicapped, minority and other low income groups shall be supported by the City, including:
 - a. The promotion of housing sites for the elderly and handicapped which are near transportation facilities, medical services, and recreation areas and which offer reasonable security by police and fire protection services of the City.
 - b. Encourage and pursue programs to assist poor and elderly residents to rehabilitate deteriorating housing.
 - c. Maintain a directory and provide a referral service of housing which is accessible to handicapped.

INCREASING THE SUPPLY OF AFFORDABLE AND ACCESSIBLE HOUSING

1. The City shall develop a coordinated housing program, including the provision of management and personnel resources necessary to implement identified programs and responsibilities, and coordination with other governmental agencies to avoid unnecessary delays in the approval of private sector housing proposals consistent with the General Plan.
2. The City shall encourage and support participation in available Federal and State programs of housing assistance, including Section 8 (Federal), rental housing efforts of the Kings County Mental Health Agency

and Kings Rehabilitation Workshop, letters of support of proposed housing projects which are consistent with the General Plan, support of funding for sewer and water projects which are cost effective and capable of expanding housing opportunity and support of tax assistance programs capable of reducing overall housing costs.

3. The City shall attempt to expand participation in federal, state and local housing assistance programs through frequent contact with and updating of knowledge of housing programs sponsored by the Federal Department of Housing and Urban Development and the California Housing Finance Agency, by determining eligibility for housing assistance through the analysis of Census data, by providing information to developers regarding available programs to meet the housing needs of low and moderate income households, and by encouraging lending institutions to provide revolving funds for the rehabilitation of housing in target areas.
4. The City shall cooperate with the Kings County Housing Authority and Kings County Regional Planning Agency in conducting study sessions on housing program opportunities, the creation of a seed money fund to purchase vacant land or deteriorating houses for purposes of rehabilitation, and the investigation of ways to achieve affordable housing design which is compatible with the surrounding area while sensitive to budget constraints.
5. The City shall promote and facilitate the development of new housing for all economic segments of the housing market, through the following actions:
 - a. Eliminate the requirement for a Conditional Use Permit in the RM-3 zoning district, since current practice is contrary to State Law. Multi-family uses must be considered as permitted used in the RM-3 district, subject only to site plan review by the City.
 - b. Encourage smaller lot sizes for subdivisions under Planned Unit Development (PUD) procedures of the zoning ordinance.
 - c. Waive or modify selected development standards under PUD provisions of the zoning ordinance for affordable housing projects, where design proposals achieve the functional equivalent of existing improvement standards.
 - d. Consider reducing drainage and/or sewer connection fees to encourage in-fill on by-passed lands within older sections of the community.

- e. Grant density bonuses for affordable housing projects as provided by State Law.
- f. Cooperate with the County in developing working drawings for affordable housing units which are eligible for federal mortgage assistance and which can be energy efficient.
- g. Change City CEQA Guidelines to require environmental review only by the department(s) having responsibility for project approval.

HOUSING ELEMENT IMPLEMENTATION AND MONITORING

1. The City should continue to implement Housing Element goals and policies by monitoring progress each year in carrying out housing programs, treating neighborhoods as basic planning units, assuring adequate availability of land for all medium and long-range needs of the housing market, restricting housing location to the urban area, assuring consistency among all elements of the General Plan, and monitoring changing impacts of industrial and commercial growth on the housing market.

PRESERVATION AND CONSERVATION OF EXISTING NEIGHBORHOODS

1. The City shall support the preservation and conservation of existing housing stock within residential neighborhoods, through the following actions:
 - a. Survey neighborhoods on a periodic basis to determine those public improvements which should be made a part of the City's capital improvement program.
 - b. Redesignate areas of Medium and High Density to Low-Medium and Medium Density as appropriate in areas which are mostly in single-family use.
 - c. Review on an annual basis the extent to which apartments and other rental housing are being converted to condominiums as compared to the overall availability of rental housing. Where imbalances may exist, the City should consider regulation of conversions to avoid adverse impact on low and moderate income housing stock.
 - d. Encourage voluntary efforts by homeowners to renew and upgrade their homes by providing guidance and technical assistance, including the conduct of home repair clinics by appropriate public agencies.
2. The City shall support the preservation and conservation

of houses and neighborhoods of historical and architectural significance by maintaining an inventory of such housing and applying appropriate regulations.

3. The City shall support the rehabilitation of substandard and deteriorating housing where feasible, consistent with appropriate General Plan designations for continued residential use through the following actions:
 - a. Application of Housing and Community Development Block Grant funds to provide leveraged loan guarantees and/or deferred payment loans.
 - b. The application of available programs administered by the California Department of Housing and Community Development and the California Housing Finance Agency, and investigation of the feasibility of using the Marks-Foran bond program.
 - c. Participation with Kings County in developing and coordinating a program of housing rehabilitation within unincorporated fringe areas to enhance the feasibility of eventual annexation.
4. The City shall continue strict enforcement of its building codes to achieve housing rehabilitation, including free compliance inspection, incentives, and the removal or correction of structures which are a threat to public health and safety.

ADEQUATE HOUSING OPPORTUNITY FOR ALL SOCIAL AND ECONOMIC SEGMENTS OF THE POPULATION

1. Encourage and promote equal access of all segments of the population to adequate housing by identifying the needs of all socio-economic groups, and pursuing programs to meet these needs.
2. Provide information to the public regarding equal housing opportunity, tenant-landlord rights and responsibilities and grievance procedures available through State agencies.
3. By 1990, the City of Hanford will attempt to establish a combination of new rental and owner-occupied housing totaling 1,250 units, or 100 % of the identified need, and to rehabilitate 182 units during the same period if funds are available through state and federal programs.

THE ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

INTRODUCTION

The Environmental Resources Management Element (ERME) brings together four mandatory elements and one permissive element of the General Plan into a single functional element of the Plan. They are: Conservation; Open Space; Safety (including Seismic Safety); Noise; and Recreation (permissive).

Several of the elements are drawn from more comprehensive documents prepared by the Kings County Regional Planning Agency covering Seismic Safety, Safety and Noise. Those parts which are applicable to Hanford are hereby adopted herein by reference.

RELATIONSHIP TO REQUIREMENTS FOR ENVIRONMENTAL ASSESSMENT

The ERME is also intended to provide the broad framework of policies and proposals to aid the City in determining whether a proposed public or private project is likely to have a "significant effect" on the natural environment under provisions of the California Environmental Quality Act (CEQA). Since this General Plan document also contains all of the information required for an EIR on the General Plan, (see Part VI) the document further serves as the foundation document for environmental assessments subsequently prepared for specific projects within the area covered by the General Plan. Subsequent assessments and EIR's may reference and summarize material as appropriate, as they appear in the General Plan, which have relevance to the environmental setting and various environmental impacts.

In fostering the objectives of CEQA, ERME policies permit sponsors of public and private projects to consider those policies which should be addressed during the earliest stages of project conception. This will avoid unnecessary risks and loss of time and funds during later stages of the development process.

POLICIES AND PROPOSALS OF THE ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

For purposes of convenience, all General Plan elements included under the ERME are covered under the following open space classification system.

1. Open Space for Managed Resource Production:
including prime agricultural lands, lands producing

specialty crops, and lands for grazing, mineral production and water supply.

2. Open Space for the Preservation of Natural and Human Resources:
including fish and wildlife habitat, unique geologic and landscape features, and historical features.
3. Open Space for Health, Welfare and Well-Being:
including lands to protect the quality of water resources, to provide for the disposal of solid and liquid wastes, and to improve airshed quality.
4. Open Space for Public Safety:
including flood plains, unstable formations, earthquake fault zones, wildland fire zones, and areas required for the control of noise from urban activities.
5. Open Space for Shaping Urban Growth:
including lands to preserve community identity, lands to prevent excessive costs in the provision of urban services and facilities, and lands which give form and dimension to the character of the urban pattern.
6. Open Space for Outdoor Recreation:
including neighborhood and community recreation-parks, regional and state parks, recreation corridors, unspoiled natural areas, and scenic and recreation travel corridors.

The relationship of this classification system to the General Plan elements included within the ERME is shown in Table IV-4. This matrix illustrates the interrelated character of these elements and why the open space classification system provides a convenient vehicle for describing proposals of the ERME.

Open Space for Managed Resource Production

Proposals for this category are limited to preserving productive agricultural lands which surround the community. With the exception of adding a Very-Low Density residential category as a cap on future urban expansion to the north, the urban boundaries of the General Plan have not been expanded. Sufficient land already is available for nearly doubling the urban area population over the next 25-30 years. To avoid premature conversion of agricultural lands to urban use, lands north, south and west of the existing urban pattern have been designated on the General Plan Diagram as Residential Reserves.

TABLE IV - 4

MATRIX ILLUSTRATING THE RELATIONSHIP
BETWEEN COMPONENT ELEMENTS OF THE ERME
AND THE OPEN SPACE CLASSIFICATION SYSTEM

Mandatory and Permissive Elements of the General Plan Included the ERME	<u>Open Space Categories</u>					
	Health Welfare and Well Being	Managed Resource Production	Preservation of Natural and Human Resources	Public Health and Safety	Outdoor Recreation	Shaping Urban Growth
CONSERVATION ELEMENT	X	X	X	X	X	X
OPEN SPACE ELEMENT	X	X	X	X	X	X
SAFETY ELEMENT	X		X	X		X
NOISE ELEMENT	X			X		X
RECREATION ELEMENT (Permissive)	X		X		X	

Note: "X" indicates which open space category descriptions fulfill requirements of
State law for the various mandatory elements of the General Plan included under the ERME.

Open Space for Natural and Human Resources

Because of the historic use of surrounding lands for agricultural production, remaining fish and wildlife habitat is limited primarily to hedgerows and plant growth along irrigation ditches, canals and sloughs, and to permanent crop lands. The entire City has been designated as a bird sanctuary. Recreation-park and slough areas within the City are the most important areas of urban habitat.

The planning area is virtually devoid of any notable geologic or landscape features with the exception of remaining segments of sloughs which are to be preserved for surface water drainage disposal as the urban area expands. The City's long-standing policy requiring the retention of mature trees within public rights-of-way is retained. Only trees which are either badly diseased, disruptive of street improvements because of root growth or dangerous shall be allowed to be removed. It is the policy of the City to require appropriate tree, shrub, groundcover and lawn planting and maintenance through Site Plan Review procedures of the Zoning Ordinance for all development other than single-family detached residential subdivisions. Requirements for street tree planting in residential subdivisions is covered by provisions of the Subdivision Ordinance.

Cultural resources of the community are mostly historic public and private buildings within or in proximity to the original townsite, including the Central Business District, China Alley and residential areas to the north. Existing policy to enhance and preserve historic structures throughout the community is retained. This includes expansion of the boundaries of the Historic Preservation District to embrace additional acreage where appropriate.

Open Space for Health, Welfare and Well-Being

Water quality within the planning area is protected by policies of the Public Services and Facilities Element relating to water supply, sewage treatment and disposal and surface water drainage. Further policies and proposals are not required.

Air quality policies are covered by provisions of the Kings County Air Quality Non-Attainment Plan, and by policies of the Land Use and Circulation Elements which call for reducing traffic congestion during peak hours and the enforcement of industrial performance standards.

Open Space for Public Safety

This category includes policies and proposals of the previously adopted Noise, Safety and Public Safety Elements of the General Plan which are incorporated herein as they pertain to the Hanford area, by reference.

The Noise Element of the General Plan is the basis for comprehensive local programs to control and abate environmental noise problems. The primary objective is to protect all people in the community from the effects of noise exposure. The following goals are designed to provide direction for the resolution of noise problems.

1. Provide sufficient information concerning the community noise environment which will ensure an effective evaluation of noise conditions during the planning process.
2. Ensure that the health and safety of the community is maintained through the abatement of excessive noise exposure situations involving implementation of cost-effective mitigation measures in combination with appropriate rezoning to avoid incompatible land uses.
3. Protect those existing areas of the community where the sound levels are acceptable and also those locations throughout the community identified as noise sensitive.
4. Utilize the character of the community noise environment in the form of Day-Night Average Level L(dn) noise contours as provided in the Noise Element for compliance with the State Noise Insulation Standards which require specified levels of outdoor to indoor noise reduction for new multi-family residential construction in areas where the outdoor exposure exceeds L(dn) 60 dB.

Policies for Noise Control in the Community:

In adopting policies to achieve the above goals, interest from all segments of the community must be considered. Residential, institutional and recreational land uses require the quietest possible environment, while industrial, commercial and agricultural interests, which generate noise, do not want the intrusion of more sensitive incompatible land uses. However, it must be recognized that conflicts are caused by the noise generated from transportation routes, industrial and agricultural activities, construction activities such as new construction, remodeling and redevelopment, recreational facilities such as outdoor spectator sports activity and commercial activities. Even residential uses can produce excessive sound exposures from the operation of air conditioners, evaporative coolers, lawn mowers and other power equipment, children, animals and pets, some hobbies, etc., which create noise problems.

Differing opinions concerning acceptable or necessary sound levels could bring about conflicts between sound producers

and those in the community attempting to gain relief from noise exposure. Therefore, the Land Use Element of the General Plan creates a transitional land use system to attempt to ensure equitable long range noise control which will alleviate these problems.

Concepts such as transitional zone noise control require a phased reduction of noise exposure, both in terms of time and distance, within the limits of available technology and rational economic constraints. Again it must be stressed, it is not the objective of the Noise Element to develop an absolutely noise-free environment, but rather an environment with acceptable levels of sound exposure, whether by reduction at the source or interception along the path of the sound.

Virtually all of the sound producing activities previously mentioned represent examples of the need for a program of transitional zone noise controls. Accordingly, the Noise Element recommends noise control legislation to reconcile the requirements for a noise environment acceptable to the general public and the need to maintain economic stability of the community. To achieve these objectives, Hanford adopts the following policies concerning noise control and abatement:

1. Determine the level, duration, and character of existing and potential noise exposure problems affecting the Hanford urban area.
2. Develop specific, consistent, and equitable processes for dealing with noise problems, both existing and potential.
3. Identify, develop, and implement additional controls on noise pollution where existing controls are inadequate to protect the public health, safety, peace and welfare of the community residents.
4. Provide administrative procedures and legal processes for registering complaints regarding noise impacts.
5. Work with noise generators to reduce or eliminate adverse noise impacts over a reasonable time period.
6. Communicate with all segments of the community to determine desired goals and policies concerning current and future noise environments.
7. Develop criteria and set standards for acceptable noise environments and provide practical noise control procedures which take into account mandated

regulations and the local characteristics of the community.

8. Provide a logical basis for incorporating acoustical design and noise reduction for projects reviewed by local governmental agencies.
9. Develop plans and strategies for identifying and mitigating noise exposure situations in the community. General solutions should be developed when possible.
10. Include noise considerations in the review procedure for all permit processes.
11. Establish acceptable noise levels based on existing local, state, and federal regulations.
12. Provide for continuing programs to assist existing properties in the mitigation of noise problems through code enforcement programs (upgrading existing structures) and other programs.
13. Enforce motor vehicle laws, as they may apply, concerning the excessive generation of noise from motor vehicles.

The Safety Element of the General Plan combines the Seismic Safety and Public Safety Elements previously adopted by the City of Hanford and which are incorporated herein, by reference. The seismic safety aspects of the Safety Element concern hazards such as susceptibility to surface ruptures from faulting, ground shaking and ground failures, and the potential for mudslides, landslides and slope instability. Because of Hanford's remote location with respect to known earthquake faults, and its relatively flat topography, there is little potential for loss of life, serious injury or damage to property resulting from seismic events.

Seismic Safety Goals and Policies:

Since new construction can be designed and built to withstand probable shaking without collapse, the greatest existing danger in the Hanford area is the continued use of older structures which may be incapable of withstanding earthquake forces.

The following adopted Goals of the Seismic Safety Element are direct statements of community-wide aspirations of the minimum requirements for a safer environment for all of the residents of Hanford. Allocations of resources toward the achievement of these goals will be a continuing consideration of decision-makers over a long period of time:

1. Prevention of serious injury and loss of life.
2. Prevention of serious damage to critical facilities and structures where large numbers of people are likely to congregate at one time.
3. Insure the continuity of vital services and functions.
4. Education of the community.

The achievement of these goals can be met in numerous ways by implementing the following policies:

1. Develop an Earthquake Disaster Plan.
2. Establish an Emergency Service Program.
3. Emergency procedures should be identified for public and private utility districts.
4. Establish evacuation routes in cities and the County.
5. Establish a Public Relations and Education Program to create community awareness.
6. Establish a Seismic Safety Review Committee and Monitoring Program.
7. Consideration of Seismic and Secondary Hazard aspects in the Environmental Impact Assessment Process.
8. Develop Subdivision and Zoning Ordinance Review to include seismic considerations.
9. Open Space Zoning in hazardous areas.
10. Recommendation for site investigations: Subsidence/Settlement
11. Recommendation for site investigations: Flooding
12. Recommendation for site investigations: Local Soil and Geologic Conditions
13. Continue to utilize Chapter 70 of the Uniform Building Code and provide Qualified Engineering Geologist for review.
14. Consideration of a Dangerous Building Ordinance.
15. Develop a Building Code Enforcement Program.
16. Develop an inspection program of old and new unreinforced masonry structures.

The most important policies of the Safety Element are:

1. The City should establish an emergency service program, including the designation of evacuation routes and means to coordinate all local government agencies in assisting residents in the event of such catastrophies as a major earthquake, large-scale fire or explosion.
2. The City should enlarge its efforts in inspecting old and unreinforced masonry structures to the extent possible consistent with funding limitations. Implementation of this policy will be of assistance to owners, and will encourage the rehabilitation of historic structures. The most

significant area of concentration logically involves older structures within the close to the Central Business District.

Since previous adoption of the Seismic Safety and Public Safety Elements, the City has undertaken most of the policies recommended above. Some of the policies are now required by State Law and the Uniform Building Code. Others are being implemented through the City's Historic Preservation efforts, including careful review and inspection of rehabilitation efforts by the private sector.

The Public Safety aspects of the Safety Element seek the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard.

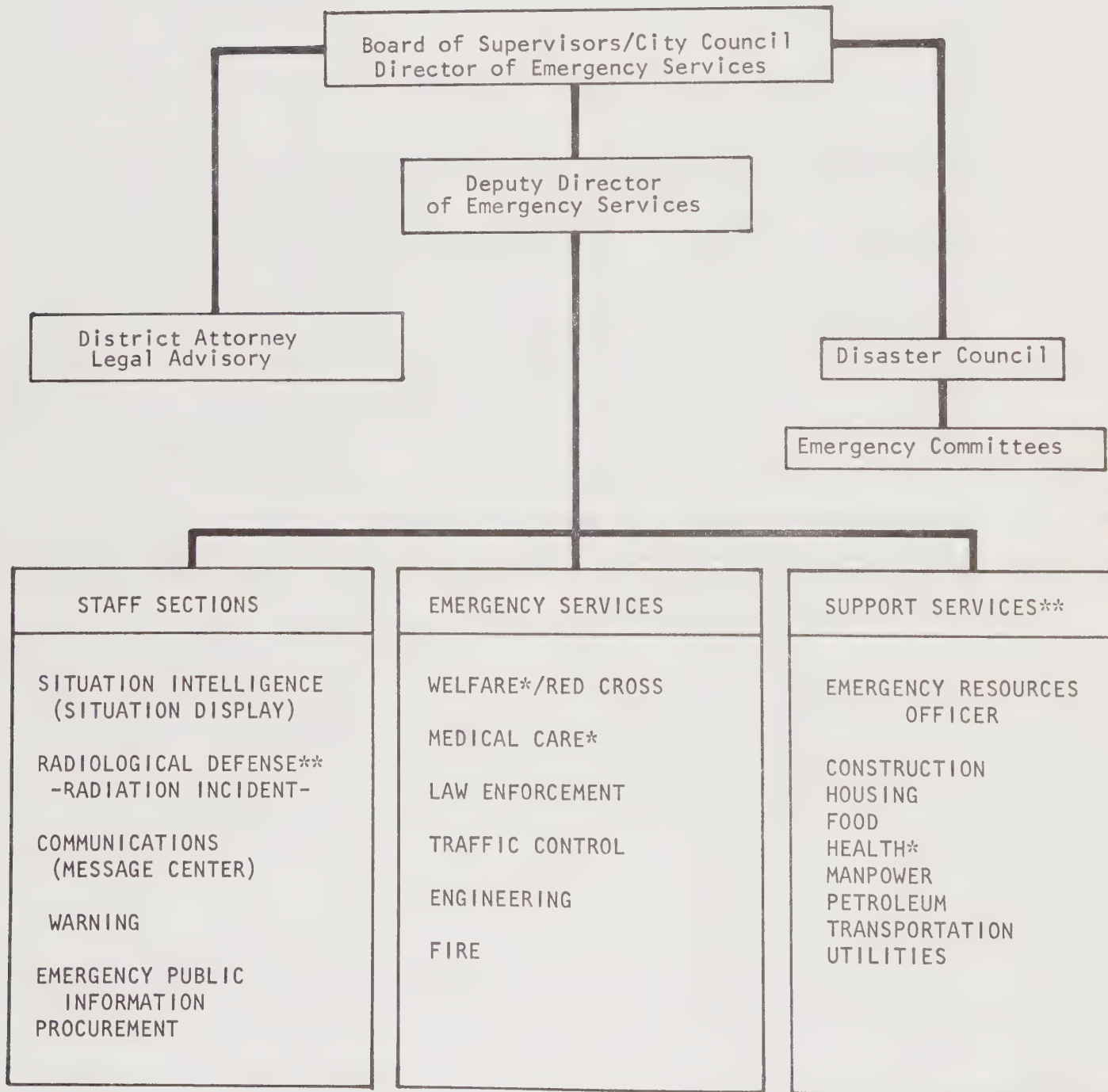
In 1977 the City adopted a Public Safety Element and accepted its goals and objectives, the establishment of the Kings County Areawide Emergency Organization shown as Figure IV-3 and accepted the Urban Area Evacuation Routes shown on Figure IV-4, as shown on the following pages.

In order to mitigate public safety problems concerning Fire and Hazardous Land Use Relationship, Geological Hazards, Floods and Emergency Operations, the following policies are adopted:

1. Adoption of City and County zoning ordinance amendments providing for increased yard spaces and/or wall development for light and heavy industrial uses deemed hazardous or detrimental to public safety, especially those businesses processed as conditional or special uses.
2. Adoption of City and County ordinances requiring development standards for above ground and underground storage of Class I flammable liquids and Liquified Petroleum.
3. Limit tank truck capacities for Class I fuels to 8,000 gallons and provide for their routing around areas subject to conflagration, and areas of high or extreme wildland fire hazard.
4. Establish a City/County fire prevention bureau with local inspectors responsible to both City and County jurisdictions on an areawide basis. Inspectors armed with the latest fire prevention information and Fire Code should be able to initiate a comprehensive fire prevention program for critical and hazardous areas throughout the County.

FIGURE IV - 3

KINGS COUNTY AREA WIDE EMERGENCY ORGANIZATION



* County Emergency Service authorized to operate within city jurisdiction.
 ** Activated as and to the degree needed.

Peacetime emergencies requiring activation of any or all of the plans will chiefly arise from the hazards identified in Chapter 2 of this Element. Activation of a plan is accomplished by a resolution from the appropriate policy body, either the Board of Supervisors or City Council, proclaiming the existence or threatened existence of a local emergency. If the policy body is not in session, the director of emergency services for the city or county may issue the proclamation, subject to ratification by the policy body within seven days.

The emergency resources which would then be mobilized is represented by the organization chart shown in Figure 1. The underlying principle of the emergency operation plan is to make maximum use of existing public and private manpower and resources to establish an emergency organization with the following capabilities:

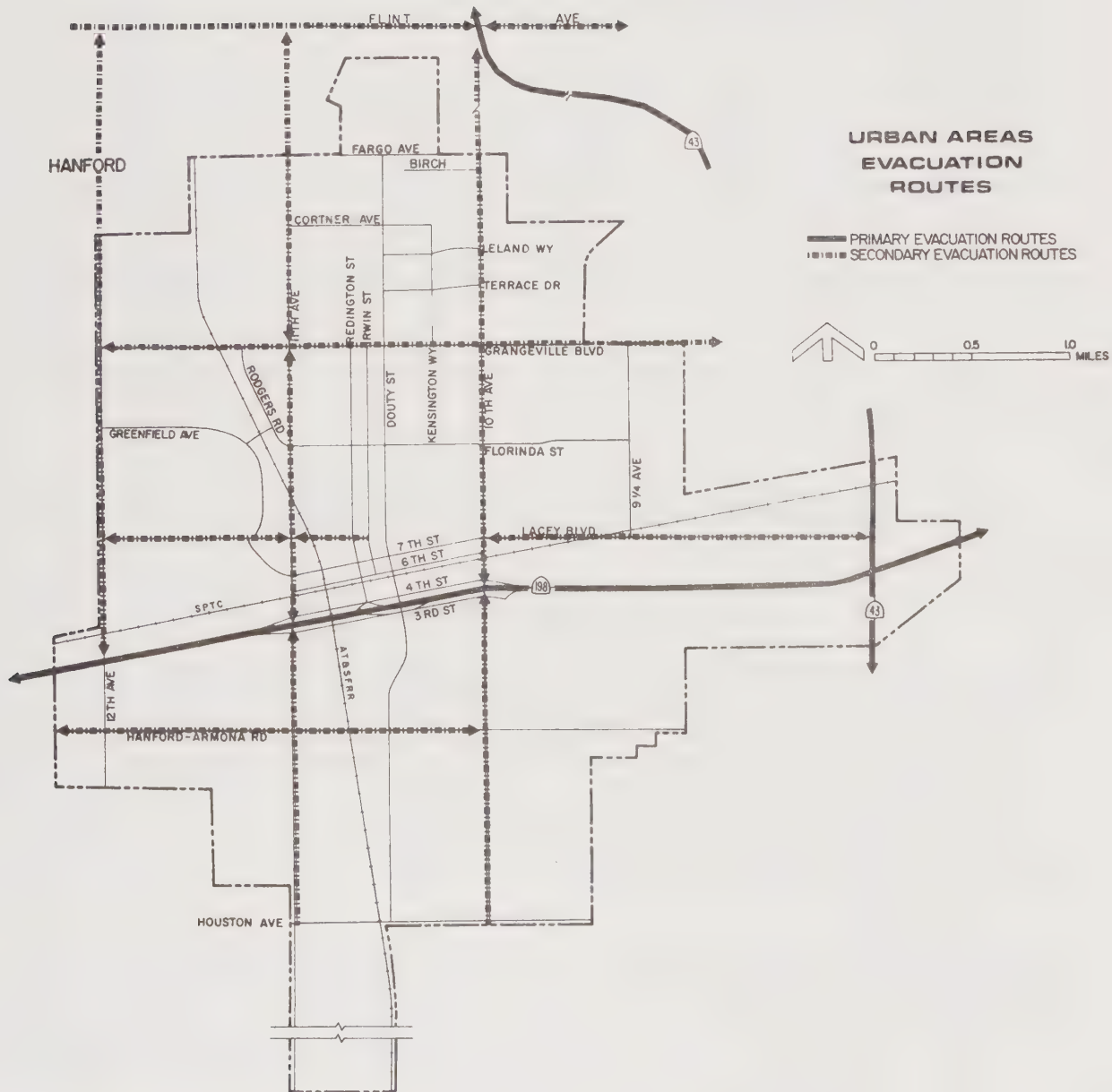
- a. Compatibility with that of day-to-day governmental and private organizations;
- b. Clear lines of authority and channels of communications;
- c. Simplified functional structure;
- d. Incorporation into the emergency organization of all available manpower resources having disaster capabilities; and
- e. Formation of special-purpose units having no pre-emergency counterparts, to perform those activities peculiar to major emergencies.

The staffing for each component of the organization and their assigned tasks are identified in the Plan. Individuals and agencies which must provide assistance during an emergency situation should be fully briefed and trained for their assigned tasks. Few city and county employees, with the exception of public safety and communication personnel, realize that they are classified as "disaster service workers" (Chapter 8, Division 4, Title 1 of the State Government Code and Chapters 1 and 10, Division 4, Part 1 of the State Labor Code) with assigned responsibilities.

The responsibilities of the city and county planning departments are included in the staff section of the organization. The planning directors are assigned the "situation intelligence" section and their tasks include:

- a. Establish at the Emergency Operations Center an information collection and reporting system.
- b. Evaluate available emergency situation information, including damage assessment.
- c. Prepare graphic display of the emergency situation and related operational information.

FIGURE IV-4



5. Initiation of local land use compatibility studies designating specific uses in the County and cities subject to hazardous operations or conditions with recommendations for long term land use policies designated to isolate hazards from nearby incompatible land uses.
6. Prohibit outdoor burning in urbanized areas with a housing density of two or more units per acre.
7. Establish urban area boundaries around the City within which all urban type development should be served with a water supply and standard fire hydrant providing a minimum of 500 gallons per minute. Hydrant spacing should meet the standards specified by the I.S.O. Commercial Risk Services, Inc.
8. Encourage the elimination of stub end water service to fire hydrants and require the installation of all fire hydrants on closed loop systems where practicable.
9. Establish a 5-minutes or 2.5 mile response program to urban uses throughout the Hanford urban area.
10. Establish minimum fire flows of 500 gallons/minute for a duration of one hour for all subdivisions, based on the Insurance Services Office Grading Schedule.

Other related policies include:

11. Continue the enforcement of the updated version of the Uniform Building Code.
12. Consideration of seismic and secondary hazard aspects in the environmental impact assessment process.
13. Adopt the State of California Disaster Control Plan.
14. Open space zoning in areas subject to landsliding, subsidence and liquefaction.
15. Inspection program of old and new unreinforced masonry structures.
16. Consideration of dangerous building ordinance.
17. Begin initiation and implementation of a Regional Emergency Operations Plan, incorporating into one plan a uniform emergency operations procedure for the County and its incorporated cities under the

guidelines of the California Emergency Services Act. The Kings Area Disaster Council should be the coordinating body with direct responsibility assigned to County operating departments.

18. Identification and integration of the critical facilities as contained in the Kings County Seismic Element into the Regional Emergency Operations Plan.
19. Incorporation of evacuation routes into the Regional Emergency Operations Plan.
20. Development by the Kings Area Disaster Council of a traffic control plan based on identified evacuation routes.
21. Adopt land use regulations around the Municipal Airport restricting residential use and the height of structures.

Public Safety policies are also concerned with the development of land within the vicinity of the Municipal Airport. These policies are covered under provisions of the Land Use and Transportation and Circulation Elements of the General Plan.

Open Space for Shaping Urban Growth

Open space policies and proposals of the General Plan which most significantly affect the shape of the urban pattern are those which seek the avoidance of urban sprawl (Land Use Element), protection of natural sloughs, the achievement of good urban design and adequate provision of recreation areas and facilities (Recreation Element).

The 1973 General Plan included graphic illustrations on how future residential areas might be designed to provide for linear open space corridors within and among subdivisions and linking with recreation-parks and school sites. This policy is continued, and includes the requirement of providing for tot-lots within subdivisions, as appropriate, in accordance with policies and proposals of the Recreation Element.

Open Space for Outdoor Recreation

This part of the ERME is described below in a separate format because of its complexity.

RECREATION FACILITIES AND SERVICES

INTRODUCTION

The comprehensive Parks and Recreation Plan prepared for the City in 1965 was updated during the 1969-72 General Plan Program. The analysis which follows presents recreation needs in the form of a Recreation Element of the General Plan, and further updates the City's progress in meeting recreation needs.

EXISTING RECREATION AREAS AND SERVICES

Principal areas and facilities having a park and recreation functions important to residents of the Hanford area are shown in Table IV-5 in comparison with conditions in 1964 and 1970.

City Parks

The largest addition to the City park system was the two-stage development of the 18.5 acre Hidden Valley Park at North 11th Avenue and Cortner Street. Together with Earl Johnson, Lacey and Coe Parks, the City has approximately 28.4 acres of developed park area.

Hidden Valley Park has been developed as the City's first Community Park and primarily provides passive outdoor recreation opportunities, including walking, jogging, programmed outdoor exercise stations, free play, kite flying, nature study, quiet areas, picnicking, and small pond fishing. Active areas are also provided for volleyball and pre-school play (tot-lot) close to group picnic facilities. An additional 20 acres immediately west remains undeveloped.

Earl Johnson Park serves as a neighborhood recreation-park and has been developed in accordance with the 1964 Park & Recreation Plan. Lacey Park receives heavy use during the school week because of the lack of recreation area at the nearby McCarthy School. Lacey Park is limited by a site too small to adequately accommodate the variety of activities encouraged and offers little opportunity for creative play. Coe Park has served the double function of neighborhood and community level service, and is developed for tennis, basketball, softball, picnicking, and equipment play for pre-school and elementary school age children. Specialized facilities include a community building.

County Parks

Residents of the area are served by Hickey, Burris and Kingston Parks, all within 8-11 miles of Central Hanford. Daytime use of these parks is limited primarily to weekends

TABLE IV - 5

RECREATION AREAS AND FACILITIES, 1964-1970-1984
(X = developed)

<u>Parks</u>	<u>1964</u>	<u>1970</u>	<u>1984</u>
Lacey Park	X	X	X
Coe Park	X	X	X
Hickey Park	X	X	X
Burris Park	X	X	X
Earl Johnson park	---	X	X
Hidden Valley Park (1)	---	---	X
Laton-Kingston Park	---	X	X
<u>School Sites</u>			
Hanford High (East Campus)	X	X	X
Hanford High (West Campus)	X	X	X
Woodrow Wilson Jr. High	X	X	X
Monroe Elementary	X	X	X
Jefferson Elementary	X	X	X
Washington Elementary	X	X	X
Lee Richmond Elementary	X	X	X
Lincoln Elementary	X	X	X
Roosevelt Elementary	X	X	X
Gardenside Elementary	---	X	X
<u>Specialized Facilities</u>			
Municipal Pool	X	X	X
Tot Lot and Picnic Area	---	X	X
Ball park	X	X	X
Little League (11th Avenue)	X	X	---
Little League (Brown Street Softball Park)	---	X	X
Youth Athletic Complex (Greenfield Avenue)	---	---	X
Babe Ruth	X	X	X
Municipal Golf Driving Range	X	---	---
Longfield Recreation Center (2)	X	X	X
Temple Playhouse	---	X	X
Bastille Art Gallery	---	X	---
County Fairgrounds	X	X	X
Kings County Club	X	X	X
<u>Services and Activities</u>			
Municipal Recreation Program	X	X	X
Recreation activities of private groups not integrated with the municipal program	X	X	X
Privately sponsored activities	X	X	X

(1) Property had been acquired by 1970, but not developed.

(2) New facility constructed since 1970 along South Douty Street.

because of distance, but they get heavy family and group use during most of the year.

High-School

Through its program of adult education, extracurricular social activities and competitive sports, the Hanford High School District makes important contributions to the satisfaction of recreation demands. Many aspects of the adult education program are oriented toward leisure time hobbies and pursuits. In addition to arts and crafts, general education is in itself an important type of passive recreation activity for many adults. Social-Cultural recreation opportunities available to the high school students are many and varied. They range from club activities which center on the further knowledge of academic subjects to dances and group outings.

The sponsorship of competitive sports for students has long been a traditional role of the high school. While football, basketball, baseball and track dominate the scene, other activities such as golf, swimming and tennis have grown in popularity and are important to the participant because of carry-over value in adult life.

Physical facilities developed for outdoor and indoor recreation at both high school campuses are quite extensive. They include courts for volleyball, basketball and tennis, large playfields for running games; stadium for spectator sports; a swimming pool, and a new presentation center for performing arts (East Campus). Facilities included in the Master Plan for ultimate development of the West Campus include a swimming pool and separate auditorium building. The high school district participates in the City's recreation program under an agreement with the City. An important example of this participation is the availability of the East Campus swimming pool for community group use during the summer.

Elementary Schools

Outdoor grounds at six school sites operated by the Hanford Elementary School District provide the majority of outdoor recreation opportunity for children of pre-school and elementary school age.

Operating under a limited budget, the school district has still been able to provide a reasonable standard of school-related play facilities at all sites. Facilities at Roosevelt, Jefferson and Woodrow Wilson are at the highest standards of development within the district. Facilities typically include: all-purpose paved areas; basketball and volleyball courts; tetherball, swings, slides, bars and related apparatus; turfed area for free play; softball diamonds; and a fenced tot-lot adjacent to Kindergarten

classrooms. A new gymnasium has recently been constructed at Woodrow Wilson, with City financed participation. Significant limitations for recreational activity at school sites include:

- Poor condition of turf areas, mostly from overuse by competitive sports;
- Limited landscaping for shade, outdoor classroom activity and division between use areas;
- Lack of night lighting of recreation areas;
- Lack of creative play opportunities; and
- No opportunities for site expansion to meet a broader variety of needs of all age groups within the surrounding neighborhoods, with the exception of Roosevelt and Lee Richmond schools.

Through a joint powers agreement with the Hanford School District, supervised after-school recreation programs are now provided at Monroe, Lincoln, Roosevelt, Lee Richmond and Jefferson school sites. Supervised after-school programs have increased significantly the attractiveness of school sites for neighborhood recreation.

City Recreation Program

The extent to which recreation opportunities have become available locally is due in large part to the recreation program developed and conducted by the City Recreation Department. The City Recreation Program has been both the catalyst and sustaining force behind a wide variety of activities which otherwise would largely be unavailable to people of the community.

Program activities of the department encompass athletics, aquatic, cultural pursuits, a youth center, a senior center and special events. The record of activities sponsored in whole or in part by the department is carefully detailed in a series of annual reports. The record is impressive in its scope, indicating good success toward maximizing opportunity in meeting the needs of all age groups within the Hanford urban area. While many activities are sponsored throughout the year, the department's summer program invites the greatest participation because of its heavy orientation to leisure time activities of school children.

The scope of the recreation department's program is quite broad. Historically, emphasis has been on athletics and aquatics, particularly for school-age children. As might be expected, swimming attracts the largest number of participants as a single activity. In addition to the use of elementary and high school facilities, specialized

recreation facilities such as the municipal pool, Hanford ballpark, Little League and Babe Ruth ballfields, municipal auditorium and Longfield recreation center have featured prominently in the recreation program. Based upon its popularity among youth of South Hanford, the new Longfield center has been a highly successful venture.

In recent years, the recreation program has given added attention to cultural recreation opportunity, including co-sponsorship of programs with service clubs, churches, merchants, Little League, schools, Red Cross, the Civic Ballet, Kings Players and the Youth Employment Program.

Private Recreation Activities

There are quite a few privately sponsored activities which make an important contribution to recreation opportunity. Perhaps the most notable has been the phenomenal rise in competitive soccer over the past few years, which could easily become the most intensive level of sports activity in the community. Soccer was hardly a consideration in anyone's mind in 1970, but it has become popular with adults and children alike. While soccer teams are organized, they are not co-sponsored by the City. School sites have been made available for practice and tournaments, but have taken their toll because of limited space and inability to renovate and "rest" turfed areas. This intensity of use also severely inhibits implementation of policies which call for Neighborhood Recreation-Park use of school sites.

Previous deficiencies in some areas of recreation opportunity have been overcome largely by new facilities of the YMCA and the Kings Racquet Club. Facilities include swimming, racquetball, tennis, sauna, exercise equipment, gymnasium and aerobic dance.

GROSS RECREATION AREA SPACE REQUIREMENTS

The Yardstick for Measurement

The most exhaustive studies of recreation needs in California have been those conducted by the California Recreation Commission in cooperation with the California Committee on Planning for Recreation, Park Areas and Facilities. The major product from these efforts is the publication, "Guide for Planning Recreation Parks in California," which sets forth recommended levels of recreation opportunity and gross space requirements.

The minimum recreation opportunities recommended by the Guide include: 1) children's play; 2) team and individual sports for youth and adults; 3) picnicking; 4) swimming; 5) participation in outdoor civic, cultural and social events; and 6) passive appreciation of the out-of-doors.

The levels of recreation that apply to Hanford are defined in the Guide as follows:

Neighborhood Recreation-Park: In general, a neighborhood is the area served by an elementary school. A neighborhood recreation-park is a combination school and recreation-park that provides space for outdoor and indoor recreation activities under supervision. Some neighborhood recreation centers, however, are on sites away from schools. Regardless of location, the neighborhood recreation center is planned primarily for children from approximately five to fourteen years of age and for family groups, but usually includes an area for pre-school children. When it adjoins an elementary school, it readily serves both school and neighborhood recreation needs. Like the school, it is within walking distance of the homes of the neighborhood. The population of each service area would be 2,500 - 3,000.

Community Recreation-Park: In general, a community is the area served by one or more secondary schools. In a city it is a group of neighborhoods forming a recognized section or district of the city. A community recreation-park is, accordingly, an area serving the several neighborhoods within a community. Planned for young people and adults, the community recreation-park provides outdoor and indoor facilities to meet a much wider range of recreation interests than the neighborhood recreation center. Among the facilities usually included are fields and courts for various sports; a swimming pool; a community center building (which may be the school building) for arts, crafts, clubs, and social activities; areas of natural beauty, family picnic areas, and a playlot.

City-Wide Recreation-Park: A city-wide recreation-park is a large area serving all the communities within a municipality or urban area. It provides major recreation facilities not usually duplicated in other recreation-parks, such as a sports center, golf course, lake for boating, or rose garden. The city-wide recreation-park also provides a beautiful natural setting that invites enjoyment of special recreation interests and affords relaxation from the tensions of modern life for relatively large groups. Included would be (1) Cultural Center, (2) Recreation-Park providing special facilities such as golf course, children's wonderland, circus and carnival space, and camping in addition to large natural areas for a variety of active and passive pursuits, (3) Sports Center - stadium, swimming pool, athletic fields, courts, etc.

These definitions in the Guide reflect the ideal. The task then is to fit them to local conditions, opportunities and related policies, to the extent that the broad objectives and benefits of these concepts are generally embodied within a recreation plan for the Hanford area.

Measuring Requirements for the Hanford Area

Neighborhood Recreation-Parks:

The determination of a reasonable measurement of local space deficiencies, starting at the neighborhood level, begins with the distribution of population among the City's neighborhoods. On the basis of population density, the 3/8 mile service radius proposed in the Guide should be expanded to 3/4 of a mile in order to include a population size that will ensure proper utilization of facilities (approximately 3,000 people).

The next step involves the analysis of typical facilities and space requirements suggested in the Guide for the neighborhood park in relation to the desirability or local necessity for such facilities. The conclusions of analysis are shown in Table IV-6.

A reduction from the ideal standards is justified for the following reasons:

1. The playlot for pre-school children, apparatus play area for elementary age school children and court game areas are already provided at existing elementary school sites and parks.
2. Nature and science hobby areas are available at Hickey, Burris, and Kingston Parks. Science hobby activity is also provided at the high school.
3. Family picnic and barbecue areas are better provided at Community Recreation-Parks, where greater area is available for a variety of activities to meet the needs of the entire family (e.g., Hidden Valley Park).
4. Multi-purpose rooms at the school can fulfill the function of a recreation building. Given the current and projected population and size of the community, a recreation building would be more functional in conjunction with Community Recreation-Park use of the West Campus of the high school.
5. All elementary school sites have off-street and on-street parking, which is available after school hours and on weekends, except for high attendance spectator sports like soccer.

TABLE IV-6

ADJUSTMENT OF "IDEAL" NEIGHBORHOOD RECREATION SPACE
AND FACILITY STANDARDS FOR THE HANFORD URBAN AREA

(Area in Acres)		
NEIGHBORHOOD RECREATION-PARK (Adjoining Elementary School Site)	"Ideal" Standards	Suggested Local Standards
Playlot and Mother's Area	0.35	0.00
Play Area for Elementary School Children	0.40	0.00
Nature and Science Hobby Area	0.30	0.00
Paved Area for Court Games	0.75	0.50
Instructional Swimming Pool	0.25	0.25
Family Picnic & Barbecue Area	1.75	0.00
Park-Like Area for Free Play	0.75	0.75
Recreation Building	0.80	0.00
Quiet Area	0.50	0.50
Off-Street Parking	0.40	0.00
Perimeter & Buffer Area Land- scaping	<u>1.88</u>	<u>1.00</u>
Total Area (in addition to school site)	8.13	3.00

School sites can be enhanced by better utilization of existing acreage. Where security fencing is required for the protection of school buildings, fencing should be provided around the building complex, leaving remaining acreage available for recreation use during non-school hours. Some fencing for non-building areas is required for safety in relation to adjacent streets.

In consideration of the above, an overall Neighborhood Recreation-Park standard of 1.0 developed acres per 1,000 population is needed, based on a typical elementary school service area of approximately 3,000 people. This is in addition to available school site and neighborhood park area. This standard should be used in the event that the City adopts a recreation impact fee ordinance.

Community Recreation-Park Standards:

The State Guide calls for 23.5 acres of recreation park area per 15,000 population when adjoining a senior high school and 37 acres when provided as a separate recreation-park. As in the case of neighborhood standards, these "ideal" standards require adjustment to take into account community level facilities already available at the two high school

campuses, at Hidden Valley and Coe Parks, and elsewhere. The adjustment for the high schools is shown in Table IV-7, and is discussed below.

A reduction from the ideal standard is justified for the following reasons:

1. The East Campus already has an adjacent developed Neighborhood Recreation-Park (Johnson Park). While an elementary school is planned for eventual development further west along Greenfield Avenue, it is uncertain whether a new school will ever be constructed at this location. Consequently, the proposed school site should be developed first as a neighborhood park to serve the surrounding neighborhood. The ideal standard of 8.13 acres for neighborhood facilities in conjunction with the West Campus can be cut to zero as long as a neighborhood park is developed nearby.
2. The high school stadium and athletic fields provide considerable acreage for special events.

TABLE IV-7

ADJUSTMENT OF "IDEAL" COMMUNITY RECREATION-PARK SPACE
AND FACILITY STANDARDS IN CONJUNCTION WITH HIGH SCHOOL SITE

COMMUNITY RECREATION-PARK	(Area in Acres)	
	"Ideal" Standards	Suggested Local Standards
Neighborhood Recreation-Park Facilities		
Included if an Elementary School Site is not available nearby	8.13	0.00
Fields for Sports	1.00	1.00
Additional Paved Area for Court Games	0.75	0.75
Additional Family & Group Picnic Areas	2.25	2.25
Concrete Slab for Dancing	0.15	0.15
Additional Park-like Area for Free Play	1.25	1.25
Area for Special Events	1.00	0.00
Community Center Building	0.75	0.00
Regulation Swimming Pool	1.00	0.00
Natural Area	3.00	0.00
Recreation Center for the Elderly		
(Turfed area - 2.2; paved area - .10; and Building space - .10)	2.20	2.20
Off-street Parking	1.25	0.00
Perimeter and Buffer Landscaping	3.00	2.00
Total Area (in addition to school site)	24.73	9.60

3. High School multi-purpose rooms can be made available in the evenings, on weekends and during the summer to meet most of the needs of a community center building.
4. The East Campus has a regulation swimming pool, and the Municipal Pool is close to the West Campus.
5. Natural areas are available at nearby County parks.
6. Both high school sites have substantial off-street parking.
7. Perimeter and buffer landscaping can be reduced because of extensive street frontage.

The ideal standards for developing a community park separate from a high school are shown in Table IV-8 and discussed below.

TABLE IV-8

ADJUSTMENT OF "IDEAL" COMMUNITY RECREATION-PARK SPACE
AND FACILITY STANDARDS SEPARATE FROM HIGH SCHOOL SITE

COMMUNITY RECREATION-PARK	(Area in Acres)	
	"Ideal" Standards	Suggested Local Standards
Neighborhood Recreation-Park Facilities		
Included if an Elementary School Site		
is not available nearby		
	8.13	0.35
Fields for Sports	7.00	7.00
Paved Area for Court Games	2.35	2.35
Family & Group Picnic Areas	4.00	4.00
Concrete Slab for Dancing	0.15	0.15
Park-like Area for Free Play	4.00	4.00
Area for Special Events	1.00	1.00
Community Center Building	1.00	0.00
Regulation Swimming Pool	2.00	2.00
Natural Area	3.00	3.00
Older People's Center		
Turfed Area	2.20	2.20
Paved Area	0.10	0.10
Building Space	0.10	0.10
Off-street Parking 1.25 0.00	2.00	2.00
Landscaping: 25% of site in		
transitional and perimeter buffer	9.25	2.80
Total Area	37.03	31.05

A reduction from the ideal standards is justified for the following reasons:

1. The close proximity of Monroe School (two blocks from Hidden Valley Park) requires only the inclusion of a tot-lot and mother's area.
2. Monroe School provides the equivalent of a community center building.
3. Less perimeter landscaping is required because of back-up subdivision development to the south, the Santa Fe Railroad on the west and public streets along north and east boundaries.

Total space requirements for Community Recreation-Park needs for an existing urban area population of approximately 29,000 would be approximately 50 acres in addition to existing high school recreation areas.

This was determined by adding the 9.6 acre standard for both high school sites together with the 31 acres required for a separate community park. Compared against existing developed acreage (Hidden Valley and Coe Parks) of 22 acres, the community is currently deficient by approximately 28 acres. However, this deficiency is less one of area and more one of developed area. Combined, both high school sites have at least 25 undeveloped acres that could be made available for further development. For a population of 42,000, the community will need approximately 72 acres distributed among several sites. With 22 acres already developed, and 45-50 acres remaining which can be developed, the City only faces a deficiency in developed area, and need not acquire more community park land.

For purposes of a standard to be included in any recreation impact fee ordinance, the bottom line becomes 1.70 acres of developed community recreation-park area per 1,000 population (72 acres divided by 42). The combined standard for neighborhood and community recreation-parks becomes 2.7 developed acres per 1,000 population. This is all in addition to existing recreation areas at all school sites and existing parks.

Specialized Areas and Facilities:

Specialized recreation areas and facilities not included in the standards for neighborhood and community recreation-parks include:

1. Longfield recreation center
2. Youth Athletic Complex on Greenfield and Campus Avenues
3. The Senior Center in the Civic Center
4. Other ballparks

5. The fairgrounds
6. Privately sponsored activities (e.g., YMCA, Racquet Club, Temple Players, Art League, and Kings Country Club)
7. Municipal and high school auditoriums

The community is sufficiently endowed with both public and private specialized areas and facilities that only a recommendation for a public pitch and putt or executive par three golf course is offered to round-out recreation opportunity for all age groups. Such a facility was recommended in the 1972 General Plan and 1965 Park and Recreation Plan, with acreage to be added north of the undeveloped part of Hidden Valley Park. As a practical matter, a self-supporting pitch and putt facility could easily be incorporated into the west undeveloped 20 acres at Hidden Valley Park, along with soccer fields, to meet this need.

RECREATION POLICIES

The most critical policy posed is the extent to which the City will seek to fulfill needs when viewed against the capital outlay and operational costs involved, the appropriate role and responsibility of other governmental and private agencies, and other competing demands upon the fiscal resources of the City in meeting essential service requirements of the people.

The 1965 Recreation Plan recommended that the provision of significant improvement in the quantity and quality of recreation experience should stand second only to education as a vital service activity of local government. It was pointed out that recreation and education are, in fact, inseparable activities, with all forms of recreation being part of the education process -- reading, arts and crafts, nature study, creative play, the performing arts, travel, social activities, collecting, spectator sports, riding, speaking and others. It was stated further that education and appropriate recreation outlets together develop the mind in youth and prime it in adulthood to meet the frustrations, anxieties and challenges of a dynamic society.

Recreation Policies

1. The City Council, Board of Supervisors and school boards operating within the urban area should provide such quantity and quality of recreational opportunity as will be necessary for individual enjoyment and to assure the benefits of recreation for all people of the community.
2. The recreation program should encompass the needs of all age groups, concentrating on activities and experiences which people are largely unable to provide for themselves and embracing the following range of active and

passive recreation needs:

- a. Big muscle activity (organized sports, informal play, swimming, physical education).
 - b. Creative play (activities which engage the imagination of youth to build or create an individual experience from simple elements such as sand, water, wood, space, paving, turf, and a wide variety of natural or manmade objects).
 - c. Social activities (experiences which offer time and atmosphere for an appraisal of social values, involving a sharing and interchange among people where little is required in the way of prescribed levels of performance and individual preparation).
 - d. Rhythms, music, and the performing arts (solo opportunities for self-expression as well as group participation in dance, drama, singing and the playing of a musical instrument).
 - e. Hand-intellect (painting, sketching, sculpture, arts and crafts).
 - f. Mental-intellect (reading, writing, speaking, learning).
 - g. Nature learning (outdoor learning experiences involving birds, animals, vegetation, soil, water, weather, and other elements of nature).
 - h. Service activities (personal involvement for the satisfaction of serving others).
 - i. Relaxation (used here as doing things which require generally little effort and resulting in a sense of calm and repose).
 - j. Solitude (the opportunity to re-create through quiet moments alone).
3. The range of recreation needs cited above should be provided through the development of general and specialized areas and facilities at the neighborhood and community level throughout the urban area. These should include western expansion of Hidden Valley Community Park, neighborhood parks which maximize the potential of neighborhood schools, playlots for pre-school children who live too far from school sites, specialized centers for the recreation needs of teenage youth and the elderly, and recreation areas within multi-family housing areas.

4. The City (and County) should adopt ordinances to require the dedication of land or the payment of fees in lieu thereof, or a combination of both dedication and fees for purposes of developing land for neighborhood and community level park and recreation use as new areas are subdivided, in accordance with the procedures and requirements prescribed by the State's Local Planning Law.
5. A fulfillment of recreation needs will be accomplished through a coordination of effort and program on the part of the City, County, school districts, and charitable, service, religious and civic organizations. Such efforts should take maximum advantage of fiscal and physical resources and individual and group interest, leadership and talent within the community, both public and private.
6. The City Council should assume responsibility for developing a permanent intergovernmental mechanism at the local level for providing recreation service to the urban area and the enlistment and channelization of leadership required to achieve a coordinated approach to meeting recreation needs.
7. The City should retain the undeveloped west 20 acres of Hidden Valley Park for future recreation needs. In order to release more land for neighborhood recreation development at school sites, the City and school district should encourage organized soccer leagues to fund the development of soccer fields on an appropriate part of the west 20 acres. Alternative interim sites include the undeveloped school sites along north 10th and South 11th Avenues, and vacant County property north of the County Government Center.

PART V

DIRECTIONS FOR PLAN INTERPRETATION AND IMPLEMENTATION

INTERPRETATION

In the administration and interpretation of the General Plan, it must be understood that the entire text of this report and the General Plan Diagram which accompanies it constitutes the Hanford General Plan. While the Plan Diagram probably will be referred to most frequently by the public, the Diagram cannot be interpreted without referring to the text.

The wide range and complexity of subject matter covered by the General Plan is presented in a format which is intended to describe policies and proposals among, as well as within, various elements of the General Plan. However, interrelationships are not always easy to discern through lay interpretation. When questions of interpretation arise, the City Planning Department should prepare written interpretations for review with the Planning Commission and City Council. Over time, these interpretations will constitute a body of opinion and a record for consistent application as the Plan is carried out. Written interpretations will also be valuable to the process of annual review of the General Plan, providing the basis for possible amendments which require public hearings and adoption.

The word "general" is a key to understanding the nature of policies and proposals of the General Plan. It implies overall agreement on major questions without a straight jacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies adjustment of policies and proposals as changing conditions may dictate. Too often, the terms "general" and "flexible" have been abused in the local planning process in California for lack of clear direction in the Plan document. To avoid such abuse, limits have been placed upon the selection of areas for urbanization and upon the number of people to be accommodated.

A properly administered general plan demands that reasonableness be applied to permit flexibility, variation and adjustment as long as the integrity of basic policies is maintained. However, any changes in policy or of proposals by law must result only from careful study. Such study must be made independent of pending applications for controversial development proposals, temporary fiscal problems, and other "matters of the moment." The policies and proposals of the Plan are not intended to be changed or twisted to accommodate either special public or private interests. The integrity of the plan must be maintained if

it is to be an effective instrument of public policy among units of government, private enterprise, and the public at large.

DIRECTIONS FOR PLAN IMPLEMENTATION

The following sections describe the major tools required for implementing the General Plan. They include the management process, preparation of more specific plans as a basis for public actions, the financial plan, development regulations (zoning, subdivision and building regulations), and the redevelopment and revitalization process.

THE MANAGEMENT PROCESS

Limitations imposed upon the timing and extent of development have often become a complicated process in California cities in recent years. The process envisioned for Hanford is based on the premise that complications can be avoided by the manner in which the process operates.

Evaluation of Development Proposals

Development proposals typically are reviewed on a case-by-case basis through administration of the subdivision and zoning ordinances. This approach makes it difficult to envision the full implications of all such developments during a given year for fiscal policy of the City. One way to avoid conditions which may result in the unavailability of needed services, or in strain on City operations after residential occupancy, is to plan for all needs on an annual basis.

The first step is to establish the responsibility of the City's staff for anticipating service needs, and which provides the City with the ability to either advance or retard the pace of development.

While cities have sometimes arbitrarily limited the pace of growth through growth management ordinances, the general process recommended for Hanford relates decisions to ability to perform. The process should involve the following:

1. Advise developers of the City's need to evaluate all potential projects prior to submission of formal development applications.
2. Evaluate all potential projects with respect to:
 - a. Availability of developed recreation areas and water and sewer system connection.

- b. Availability of essential services (fire, police, etc.).
 - c. Requirements for capital improvements, including cost.
 - d. Determination of City and private developer capability to finance and construct needed improvements and to finance essential services (e.g., increasing manpower).
- 3. On-going up-date of a financial plan.
 - 4. Preparation of an annual housing report for adoption by the City Council.

The first two steps in the above list are intended to gain an understanding of the general capability of the City and developers to perform within a specified time period. This initial evaluation also permits identification of required actions to overcome obstacles to development at any given location. Finally, it permits identification of limits to performance which could result in either project postponement or requiring a longer scheduling period for the completion of a given project.

The preparation of an initial financial plan, and subsequent up-dating of the plan, provide the essential perspective needed. For individual projects, the financial plan should provide much of the information needed by the City in drafting a "development agreement" which conditions the rate of build-out and provision for needed public improvements.

THE FINANCIAL PLAN

The City provides service to the people, and regulates certain activities for the common good. Therefore, the most important decisions of the City will be those which determine which services will be provided, and which level or standard of service should prevail. The framework for the systematic provision of needed public services is provided by the financial plan.

Components of the Financial Plan

The financial plan has three major components:

- 1) The capital improvements program;
- 2) The public services program;
- 3) The revenue program.

Each of these components is integrated with the others to provide a balanced view of requirements to overcome deficiencies and to meet emerging needs.

- 1) The capital improvements program provides a priority list of public improvements which will be needed over a five-year period. From this list, projects are selected and recommended to the City Council for inclusion in the annual budget. Each year the program is extended an additional year to maintain the five-year perspective. Financial data, including revenue estimates, capital project costs, and costs of operation and maintenance once projects are completed, become a vital part of the program.

Fiscal requirements for operating and maintaining public services and improvements are balanced with anticipated revenues through the public service and revenue components of the financial plan.

- 2) The public service program provides a balanced view of the operating and capital expenditures required for continuation and expansion of City services. It permits selection of the levels of service to be provided under various programs, indicating the impact which a given level will have in terms of commitments to long-term capital improvements of maintenance and operation.
- 3) The revenue program deals with the acquisition and allocation of funds necessary to carry out the public services and capital improvements programs. Sources of revenue are investigated to determine the amount of money which various sources realistically can be expected to provide.

The Role of the Planning Commission

The role of the Planning Commission in this process is to review all proposed projects to determine their conformity with policies of the General Plan; to list and classify all proposed projects; and to recommend a coordinated program of public works for the ensuing fiscal year. All public agencies operating within Hanford, including school districts and other special districts, by law must submit their capital improvements projects to the City for such review. Thus, the local planning agency becomes an important tool of governmental management, assisting the legislative body and operating departments (through the City Manager) in carrying out their most vital and difficult responsibilities.

The Value of the Financial Plan

From the vantage point of the citizen, the financial plan provides an understanding of the fiscal requirements for meeting and maintaining public services and needed public improvements. Utilized to its full potential, the financial plan will permit gradual achievement of development goals within the community while avoiding an atmosphere of crisis which arises when revenue and spending are projected only on an annual basis. The cost of, and needs for, certain types of improvements are such to make it impossible to meet them except through a planning process which anticipates the time of need.

From the vantage point of the City Council and City Manager, the financial plan becomes an essential device for policy decision, and the effective and efficient management of City affairs. It provides a consistent means to examine needs, to evaluate their relative importance, particularly as they relate to policies of the General Plan, and to determine which needs can be met within the limitations of financial resources and the ability and desire of the community to pay the bills.

Through its many and varied actions to provide services and improvements, and through its monetary policies, city government has a substantial and often final influence upon the character and destiny of the community. Its influence may be either positive or negative, depending on how well the process of decision-making is conducted. However, even given the best possible approach to making decisions, there are other factors which interpose to either limit or expand capability to overcome deficiencies or meet future needs.

Competition for Available Funds

In recent years the demand and cost of public services and public improvements have risen steadily -- and in some cases alarmingly -- throughout the state without a corresponding rise in the capability of local government to finance needed services and improvements. Needs have been increasing faster than the ability to develop new or expanded sources of revenue or ability to pay. This situation is due to many factors, but largely because of the growth in population, the complexities created by concentration of that population within urban areas, the elevation of social and environmental needs on a scale of political importance, and the decrease in property tax revenues resulting from Proposition 13 and other statewide tax initiatives.

With their greater capability in use of taxing powers, federal and state governments have taken a vital interest in providing financial assistance to local governments as an

aid to meeting the more complex problems created by urban growth. These aids have offered significant opportunity to those jurisdictions which were well prepared in knowing what their needs were and how they related to the future well-being of the community. Limited financial resources will impose limits on what can be done over a given period of time. However, there are limits which can be "built-in" as well by selecting projects and programs which do not return the broadest possible range of benefits in consideration of the costs involved.

Because property tax revenues have been severely reduced by Proposition 13, it is important to note the relationship which should exist between tax policy and long-range fiscal planning. There must be a clear understanding of the relationship between fiscal policy and the total set of objectives the City seeks to achieve over a period of several years. Each year, problems of financing and taxation become more difficult to resolve when there is no program of long-range fiscal planning to achieve long-range objectives. The tax policy should result from an explicit and clear definition of goals and objectives, evaluation of alternative plans, and a deliberate choice from among the alternatives. Such a procedure would minimize the possibility of establishing spending and taxation policies by accident, often as a by-product of another decision. The City's current policy of "management by objectives" should be expanded to relate the annual objectives of each department of city government to implement policies and proposals of The General Plan.

The Financial Plan Program and Process

The process involved in preparing the financial plan is well within the capability of the City. In fact, the process is basically the same as that required for developing the annual budget with the exception of the longer planning period involved. The eight steps required are listed below:

1. Conception and initiation of capital projects plans.
2. Submission of capital improvement program request forms to City departments.
3. Analysis of revenue and expenditure patterns by the City Manager.
4. Review of departmental request by the City Manager, and requests for capital improvements by the Planning Commission.
5. City Council review and adoption.
6. Preparation of construction plans, advertising, and contract awards.
7. Coordination of projects (including intergovernmental coordination).
8. Amendments to financial plan (including mid-year amendments and amendments during the succeeding year).

PREPARATION OF SPECIFIC PLANS AND PROJECT PLANS

Specific plans will be required as a basis for implementing important policies and proposals of the General Plan. Examples include the Civic Center Master Plan and the CBD (Central Business District) Improvement Plan. Both of these plans, adopted in the mid-1970's, are now being revised.

Plans of this type should be available in final form for consideration during preparation of the City's financial plan. They should include complete cost data to aid in financial planning decisions.

DEVELOPMENT REGULATIONS

The Zoning Ordinance

The City's zoning ordinance has been revised to assure its consistency with policies and proposals of the General Plan, and to provide improved procedures for the processing of a variety of development permits. Each time that the General Plan is amended, the zoning ordinance should be reviewed to determine whether the ordinance needs amendment as well.

Subdivision Ordinance

The City's subdivision ordinance is based on provisions of the State Subdivision Map Act. Changes may be required to assure consistency with certain policies of the General Plan. An example is the need for integration with the planned unit development process regulated by the zoning ordinance.

Building, Housing and Fire Protection Codes

Up-to-date building, plumbing and electrical codes are important measures toward avoiding further expansion of blighted housing conditions. These codes establish minimum standards for structural strength, plumbing and electrical installations, and fire protection. Potential zoning ordinance violations can be discovered and corrected in the process of checking building plans and initial field inspection prior to construction. Quite often, advice and counsel can be given which will result in lower costs and better construction.

The housing code is a means of securing proper light and ventilation, basic sanitary and heating equipment and minimum space requirements per occupant. A building may be

structurally sound and yet lack basic facilities and equipment for a healthful living environment. The housing code will assure gradual upgrading of older homes and prevention of the spread of blight.

REDEVELOPMENT AND REVITALIZATION PROCESS

Use of State Law redevelopment procedures is not new to Hanford. The City has used redevelopment as a tool for achieving industrial park development in south Hanford. Judiciously applied, redevelopment may also be used, in concert with the private sector, to achieve the revitalization of blighted areas of housing and commerce without granting tax subsidy.

Revitalization of blighted areas and structures through strictly private means is an important policy of the General Plan which has been applied successfully to the CBD and to structures of historic significance in recent years. This policy should receive continued support by the City whenever feasible.

IMPLEMENTATION STRATEGY AND ANNUAL REPORT

Recent amendments to the State Planning Law (effective January 1, 1985) require a systematic approach to General Plan implementation. Section 65400 of the Government Code requires the Planning Department (and Commission) to investigate and recommend to the City Council "...reasonable and practical means for implementing the General Plan or element of the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan." The law further requires the City Council receive an annual report on the status of the plan and progress in its implementation.

This requirement seeks to avoid the often fragmented and incomplete attention to plan implementation that has characterized the actions of many cities and counties over the years. The most common practices have been to respond to requests from property owners for Plan amendments and zoning applications, to prepare a capital improvement program and to undertake specialized projects such as redevelopment and the preparation and execution of specific plans for various purposes.

What is needed under this new requirement of law is to classify and assign priorities to policies and proposals of each element of the General Plan. Classification should

define required actions in terms of the kind of action (plan, program, capital project or regulation), who is responsible (public agency, private party) and the short, medium or long range time frame involved. The decision on priorities rests with the City Council, but will also require discussion with other public agencies and the private sector where collaborative or even separate action may be required by parties other than the city.

The investigative and reporting process may best be dovetailed with the Financial Plan process described above, since the ability to finance City actions becomes critical to establishing priorities much as it does in providing and maintaining capital improvements. In addition to providing an up-to-date view of progress in plan implementation, the annual report can also be used as the means to modify implementation priorities as conditions may warrant change.

PART VI

FINAL ENVIRONMENTAL IMPACT REPORT

A. INTRODUCTION AND SUMMARY

INTRODUCTION

Section 15166 of the California Environmental Quality Act (CEQA) Guidelines permit local governments to incorporate the Environmental Impact Report (EIR) on the General Plan as part of the General Plan document, if the following conditions are met:

1. The General Plan must address all of the points required by CEQA Guidelines for the preparation of an EIR.
2. The General Plan must contain a special section which identifies where each of the points are addressed in the General Plan document.

Part VI of the General Plan is intended to meet these conditions, since much of the General Plan already addresses CEQA requirements.

CEQA requires that mitigation measures contained in an EIR certified by the City Council must be systematically applied as a project which is the subject of an EIR is carried out. In this case, the "project" is the General Plan which describes policies and proposals which will require implementation over a long period of time. Thus, an important objective of Part VI is to provide decision makers with a ready reference to those measures which will have relevance to future proposals for General Plan amendment and to programs devised for General Plan implementation.

The format which follows is the same as that used by the City and required by CEQA Guidelines. Reference is made to specific sections of the General Plan document where appropriate. Additional discussion is provided within Part VI where it is necessary to supplement previously described environmental information.

AN ESSENTIAL PERSPECTIVE

This EIR takes into consideration the fact that policies and proposals of the previous General Plan and subsequent amendments had already stood the test of EIR analysis. To the extent that such policies and proposals remain essentially unchanged, further analysis is not required as part of this EIR. A second important consideration is that

current policies and proposals which seek to increase residential densities, provide for more affordable housing and reduce the impact of future urbanization on surrounding agricultural lands are in themselves important measures which will further mitigate potential impacts envisioned by the previous General Plan document(s). Other similar positive results will accrue from policies which encourage the revitalization of specific blighted areas of mixed land use, the restoration and preservation of historic structures, improved surface water drainage for the entire urban area, the phasing of large-scale developments, and provision for meeting the costs of urban services.

By its very nature, the General Plan seeks to enhance environmental quality. There are, however, certain potential impacts identified in the attached Initial Study which require further evaluation in this EIR. They include impacts on agricultural lands, urban-rural conflicts, increased traffic and traffic congestion, dislocation in the provision of government services within the urban area by the City, County and special districts, and impacts on air quality.

EXECUTIVE SUMMARY

The General Plan provides for an expansion of the urban area and related infrastructure to meet the needs of a population of approximately 42,000 by the year 2000. Key policies and proposals which will serve as important mitigation measures are described for each of the General Plan elements in Part IV of this document. Some of the more important are:

1. Reducing the area envisioned for urban expansion reflected by the previous General Plan.
2. Increasing residential densities at selected locations to meet changing demands in the housing market, while achieving added quality in multi-family development.
3. Expanding the service areas of municipal water and sewer utilities to encompass the entire urban area.
4. Maintaining a growth rate which will not strain the ability of the City and special districts to provide needed public services.
5. Eventual annexation of all lands depicted for urban expansion by the General Plan Diagram.
6. Increasing efforts to achieve the revitalization of blighted areas through coordinated action by the City and the private sector.

7. Increasing efforts to enhance existing economic activities, and to provide for the expansion of business and industry at locations which will be most convenient to the local population to be served.
8. Increasing the range and availability of amenities needed by the local population.
9. Increasing efforts to achieve the in-fill of lands which have been by-passed by the process of urban development, including establishing standards to be met before further outward expansion is to be allowed through subsequent General Plan amendments.

USE OF THIS EIR

It is the intent of the City that this EIR be used as a basis for judging all specific development projects that may be proposed in the future which are consistent with policies and proposals of the General Plan and mitigation measures contained herein. CEQA provides for a variety of EIR's which are tailored to different situations and intended uses, and which are described in Article 11 of CEQA Guidelines. They include:

1. A-Project EIR which examines the environmental impacts of a specific development project, including planning, construction and operation.
2. A Staged EIR covering large capital projects which may not be undertaken for several years.
3. A Program EIR covering a series of actions required over time that can be characterized as one large project.

These variations are not mutually-exclusive, and the General Plan in fact embodies many of the purposes and applications of each type of EIR.

It is the further intent of the City that this General Plan EIR be used as the vehicle necessary to avoid requiring the preparation of EIR's for development projects and programs which are consistent with the General Plan through use of the Negative Declaration process. Exceptions would occur if a project or program would result in any of the following conditions which might require a Subsequent EIR or an Addendum to an EIR as defined by CEQA Guidelines:

1. Subsequent changes are proposed to the original project (in this case, the General Plan), which will result in new impacts not previously assessed.

2. Subsequent changes are proposed by a new project (e.g., a large-scale subdivision) which would require revision to General Plan policy not previously assessed.
3. New information of substantial importance becomes available which shows that a given project will have one or more significant effects on the environment not previously assessed, that significant effects previously examined will be substantially more severe, or new mitigation measures are found to be feasible which were not considered feasible in the original EIR.

Use of the Negative Declaration process does not eliminate the need for conducting further environmental evaluation which is needed to justify a finding for a Negative Declaration. Through the Initial Study process required by CEQA, individual project impacts can be evaluated to determine whether project proposals should be changed to avoid specific adverse impacts. An example would be to require off-site street extensions or widening to handle project-related traffic in advance of the time when the City expects to be able to improve an Arterial or Collector street. In such a case, the City would work with the project sponsor to achieve revisions which would mitigate such an impact. Under this procedure, the final document would be referred to as a Mitigated Negative Declaration.

INCORPORATION OF OTHER ENVIRONMENTAL DOCUMENTS BY REFERENCE

The following EIR's certified by the City Council since 1973, and which involved amendments to the General Plan, are hereby incorporated by reference:

1. North Hanford EIR (approved in December, 1982) covering the annexation of 142 acres now being developed for single-family, multi-family and neighborhood commercial development. This project is the first of its kind to be made the subject of a "development agreement" between the City and the developer setting forth a phased program of construction over several years and including all public improvements required over that period. A key mitigation measure already implemented is the extension of Fargo Avenue, from 11th Avenue to Douty Street.
2. The West Hanford General Plan Amendment EIR (approved in January, 1980), which revised much of previous General Plan policy for the area west of the Santa Fe Railroad out to 12-1/2 Avenue,

between Grangeville Blvd. and the Southern Pacific Railroad. Major provisions included adding Central Commercial at the 12th Avenue and West Lacey Blvd. intersection, adding Office-High Density along both sides of West Lacey, changing Low Density to Medium Density at selected locations accessible to the Arterial and Collector Street Systems and increasing the amount of area designated for Central Commercial along Greenfield Avenue, 11th Avenue and Garner Street. Mitigation measures are being imposed as various lands develop, including the widening and improvement of Arterial streets. Because of the larger area involved, full development is not anticipated until after 1990.

3. The Hanford Redevelopment Plan EIR for the expansion of the Kings Industrial Park (approved in October, 1983) for the eventual development of nearly 436 acres of existing agricultural land as an addition to the Kings Industrial Park, including provision of water and sewage lines, water storage tanks, street construction and ditch realignment. Primary mitigation measures call for amending the City's industrial performance standards to assure better control of potential industrial pollution, industrial operations monitoring (including existing industries), and road improvements.
4. The Kings Industrial Park EIR (approved in 1974) for the annexation, redevelopment and application of Planned Industrial zoning to 182 acres in South Hanford, and including street improvements and utilities needed to serve new industries.
5. The EIR for the proposed Daley Enterprises residential and Commercial development (approved in 1978) for the annexation of 160 acres of agricultural land in Northeast Hanford, and including General Plan amendment, rezoning, planned unit development and subdivision of the land. Key mitigation measures cover the reduction of traffic and noise generated by traffic, surface water drainage and internal street circulation.
6. The EIR for the proposed Specialized Freeway Commercial Area (approved in 1978) along the north side of Freeway 198 west of the Longs Drugstore complex. Key mitigation measures relate to reduction in the potential for traffic conflict, air pollution and economic dislocation.

7. The EIR for the Hanford Municipal Airport Master Plan (approved in 1978) for physical improvements to the airport. Key mitigation measures include restricting residential development within the airport "area of influence," noise abatement, the provision of clear zones and height limit zoning within areas adjacent to the airport.

The above-cited EIR's are the ones which have had the most important impact on policies of the General Plan. All of the land area covered has been only partially developed and/or improved, and full development will not occur until well after 1990. All of the land use and circulation proposals of these amendments remain intact as part of the General Plan, and mitigation measures necessary for further development become important to further General Plan implementation.

B. PROJECT DESCRIPTION

The project is fully described in Parts I-IV, inclusive. No further description is required except that the General Plan document has been prepared pursuant to the revisions of State Planning Law which became effective on January 1, 1985.

C. ENVIRONMENTAL SETTING

The environmental setting is described fully in Part I of this document, and in EIR's which are incorporated by reference. No further description is required.

D. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES INCLUDING IMPACTS WHICH CANNOT BE AVOIDED

SIGNIFICANT POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Since the General Plan is essentially a program document, setting forth goals, objectives, policies, standards and proposals to guide future development, the Plan will not have any direct effect on the environment upon adoption. However, the Plan will have a number of secondary effects, resulting over time in the development of vacant lands and the rehabilitation of existing developed land through a series of public and private projects. This section of the EIR describes the potential secondary effects and provides mitigation measures as appropriate which are either reinforcing of measures previously identified in Part IV and

in EIR's incorporated by reference, or which supplement those measures. The format for discussion follows that provided in the Initial Study for Environmental Evaluation which is attached as Appendix "A."

Impact on Air Quality

Kings County is a nonattainment area in terms of meeting state and federal standards of air pollution control. Although the County has developed strategies and programs for reducing air quality impacts from stationary sources, and vehicles are subject to state and federal controls for reducing emissions (except vehicle inspection), intra-regional transfers of emissions from other more populated areas of the San Joaquin Valley make it impossible for the County to meet state and federal standards of ozone and particulate control. As compared to intra-regional transfers, air quality impacts generated by urban expansion will be very minor. Nevertheless, the problem remains and cannot be fully mitigated by actions of local government.

Mitigation measures:

Several measures can be taken which will minimize the effects of urban expansion on local air quality:

1. Enforce the industrial performance standards of the City, including monitoring of industries which involve processes which could have an adverse effect on air quality. These standards require industrial process analysis before the fact of industrial operation to assure compliance with air quality standards. Monitoring is important to assure against adverse impacts which could result from a break-down in equipment designed to control emissions.
2. Continue to require positive control of dust particles during project construction, including watering or the use of emulsions, parking of heavy equipment on paved surfaces, prohibition of land grading operations during periods of high wind, and prohibition of burning on vacant parcels.
3. Reduce the extent of vehicle delay which occurs on the street system as the result of improperly timed traffic signals.
4. Increase the use of ride-sharing, van pools and bus transit in the journey-to-work and in meeting transportation needs among major activity centers of the community and the county. Large industries should be required to institute policies which will reduce traffic congestion during peak hours of travel.

Impact on Water Use

Growth of the community will substantially increase demands for domestic water supplies which now are derived entirely from wells into the underground water basin. The City's current exceedance of state and federal standards of arsenic content could well require the drilling of new and expensive wells, without any guarantee that arsenic levels would be sufficiently diluted. Unless the City is successful in achieving a revised standard for arsenic content which is acceptable at state and federal levels, a program of progressive well drilling and mixing of water supplies to achieve desirable dilution will be required.

Mitigation Measures:

5. The City should continue in its effort to gain a revised arsenic content standard from the federal government through federal authorization of competent study. Alternatively, the City should seek financial assistance from the state under the recently approved clean water bond program for the drilling of new wells.
6. Long-term interests of the City will be met by continuing to participate in programs which recharge underground water supplies and which seek delivery of supplemental surface waters to the area to meet municipal, industrial and agricultural water needs.
7. The location of industries which require large-scale water use should be discouraged unless water is to be recycled through industrial plant design.
8. Action against the wasteful use of water through excessive irrigation of planted areas in residential, commercial and industrial areas should be continued. Metering should be considered as a requirement of chronic violators, regardless of type of land use.
9. Water conservation measures should be required in all new construction, and encouraged in developed areas.

Impact of Noise on the Residential Environment and Sensitive Areas

The Noise Element (see Part IV) identifies the major sources of noise within the community as being from the two railroads, the airport and traffic on local streets. Sensitive areas, such as schools, hospitals and recreation areas, are sufficiently removed from these sources and newly-planned land uses which would be sensitive to noise levels are avoided by land use proposals of the General Plan.

Mitigation Measures:

10. Only a few areas remain along railroad rights-of-way where noise could be a problem for new residential development. They include the area along the east side of the Santa Fe Railroad north of Grangeville Blvd., and along the north side of the Southern Pacific Railroad west of Greenfield Avenue (11-1/2 Ave.). As residential projects are proposed for these areas, a combination of solutions to excessive levels of exterior noise should be considered, including landscaped berms, high concrete block walls and setbacks.
11. Interior noise standards for residential areas should be achieved through construction techniques approved by the State and enforced through the local Building Code.
12. All implementation measures included in the Noise Element (see Part IV) should be considered where applicable.

Other Secondary Effects and Growth Inducing Impacts

The impact of the General Plan program on land use, population, housing, transportation and public services and utilities requires discussion in the context of the growth-inducing impact of the project. All of these factors are closely related and provide the basis for judging the validity of the proposed General Plan and subsequent actions of Plan implementation.

The Plan proposes development which could accommodate up to 42,000 people by the year 2000 within the urban area. This would constitute an increase of approximately 13,000, or 45% over the next 16 years, and an average annual growth rate of 2.8%. This overall rate of increase is decidedly modest. It reflects not only experience of the past, but prospects for the future as discussed in Part II. A modest rate of growth continues to be desired by the community, and would in itself become the most important means to mitigate against adverse impacts that would result from over-zealous policies in favor of economic and urban expansion. Local government entities can plan well to meet the needs of a reasonably predictable level of growth as long as that rate remains modest. A modest rate enables the City to program its capital improvements needed for new development, while providing opportunity to overcome existing deficiencies. School districts have the opportunity to pass children through grades K-12 without requiring extensive new construction and harmful strain on the educational process. The pent up demand for housing to better meet the needs of existing residents is also served well by a modest rate of

growth, opening older residential units for affordable housing as other households improve their housing condition.

13. Emphasis should be given to achieving greater consolidation in the urban pattern through annexation and in-fill of by-passed lands.
14. Development near the fringe of the future urban pattern should be discouraged unless it can be demonstrated that adverse effects on governmental services can be avoided through the terms of a development agreement with the City which assures the economical and efficient provision of government services and facilities and the adequate provision of capital projects necessary to serve such areas.
15. The City should encourage use of the Mello-Roos Community Facilities Act of 1982, where appropriate, as a means to finance and maintain capital improvements needed by newly developing areas. This would avoid the disproportionate shift of the costs of new development on existing residents and landowners.
16. The average annual growth rate of 2.9% anticipated over the next 16 years should be monitored on an annual basis in relation to the ability of local government to provide needed services and facilities. Any substantial increase in a given year should either be off-set by lows in the rate in either previous or subsequent years, or by a substantial increase in jobs, economic activity and municipal revenues above that anticipated which would justify a higher rate of annual growth.

E. ALTERNATIVES TO THE PROPOSED ACTION

State Law requires that alternatives should be reasonable and feasible, that reasons for their rejection be explained, that the alternative of "no project" be described, that additional significant effects be discussed, and that discussion focus on alternatives capable of eliminating or reducing any significant adverse environmental effects to a level of insignificance.

THE ALTERNATIVE OF NO PROJECT

This alternative is wholly infeasible because State Law requires that every city shall adopt and maintain a comprehensive general plan. Further, the City is required to keep

the plan up to date in light of changing conditions and needs, and in response to amendments to the State Planning Law. The City's 1973 General Plan, as amended, required updating to extend the planning period to the year 2000, reflect changes in the State Planning Law, and to reflect changing economic and social conditions within the community.

THE ALTERNATIVE OF MAINTAINING POLICIES AND PROPOSALS OF THE 1973 GENERAL PLAN, AS AMENDED

Policies and proposals of the 1973 General Plan, as amended, provide for a level of urban expansion and population growth significantly in excess of that needed for the next 20 years. Proposals of the Land Use Element are especially excessive in this regard, providing for far greater low density acreage than could reasonably be needed in a 20 year time frame. This in turn encourages development in areas which are not contiguous to existing urban development, resulting in a strain on existing governmental services and facilities and the creation of an inefficient and inconvenient pattern of urbanization. Policies of the Land Use Element also fail to reflect major changes in the character of the housing market, including demand for a greater number and variety of non-single family detached housing, and demand for very large lot (acreage) residential.

THE ALTERNATIVE OF FURTHER REDUCING THE AREA NEEDED FOR URBAN EXPANSION

This alternative would have the effect of shrinking the future urban pattern by reducing the land available for residential, commercial and industrial expansion, and therefore reducing potential for the expansion of economic activities, decreasing the anticipated population of the urban area and reducing the rate of growth. Positive aspects of this alternative would be to reduce the overall cumulative environmental effects of urban expansion, especially with respect to the provision of urban services and facilities, the conversion of agricultural land to urban use and a reduction in the impact on air quality. Depending on the extent of shrinkage involved, negative effects would include limiting choice in the housing market, a reduction in revenues obtained from economic expansion, a reduction in job opportunity and a reduction in economic investment opportunity which otherwise would result in the development of new and expanded commercial and industrial areas to serve the existing and future population.

THE ALTERNATIVE OF REQUIRING SUBSTANTIAL IN-FILL OF VACANT LANDS

This approach would prevent further urban expansion at the urban fringe until a large percentage of existing by-passed vacant land was first developed. While the General Plan

calls for greater emphasis on in-fill, a reasoned assessment of this policy is needed when one or more of the following conditions exist:

1. Where owners of in-fill property are not willing to sell at a fair market value.
2. Where too many recorded lots for single-family housing exist in relation to realistic market demands for all housing types.
3. Where available property is too small in area to accommodate long-term building objectives of the developer.
4. Where surrounding land use may be incompatible either in terms of character or the physical condition of use.
5. Where surrounding older housing reflects a deteriorating environment.
6. Where residents of established single-family areas object to higher densities often necessary to justify in-fill investment.

An absolute requirement for in-fill could have a negative impact through increases in land value and, in effect, can retard growth. Conversely, where adequate lands exist to meet reasonable demands of the housing market for the range of housing types required, in-fill can be achieved over time. Where factors in support of in-fill are apparent, they have been taken advantage of by the private sector in recent years. Examples include the extensive utilization of by-passed lands for multi-family development in older parts of the community where requirements for drainage fees and sewer and water connection fees do not apply.

General Plan policies call for the substantial in-fill of lands between Greenfield Avenue and 12th Avenue before further expansion west of 12th Avenue is to be permitted. They also call for the in-fill of lands within the existing urban pattern through incentives which would allow modest levels of density increase. Given these policies, and the factors which may interpose to discourage in-fill as described above, an absolute policy in favor of in-fill cannot be justified. However, before the development of outlying areas can be approved, the particular project involved should be subjected to tests to prove that an in-fill location is not feasible. With so many acres already devoted to, but not developed to, single-family (Low Density) use, the resubdivision of such properties should be encouraged to meet realistic needs of the housing market.

F. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S
ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF
LONG-TERM PRODUCTIVITY

General Plan policies (especially of the Land Use Element) would commit substantial acreage to residential, commercial, industrial, public and institutional use over the next 20 years. Areas yet to be developed would, for the most part, result in the conversion of agricultural lands to urban use, with the exception of lands required for open space, recreation and drainage. Because proposals of the General Plan seek to accommodate future growth fully within the boundaries of the area proposed for urbanization under the 1973 General Plan, as amended, further impact on agricultural lands will not occur. In fact, the General Plan Diagram depicts less land as being needed for urban expansion, and designates several outlying areas to be held in an "urban reserve" status which are not to be allowed to develop until substantial in-fill has occurred. Notable in this regard are lands west of 12th Avenue and lands south of Hanford-Armona Road east of 10-1/2 Avenue (Douty Street extended).

The long-term productivity losses within the area encompassed by the updated General Plan would be less than that resulting from policies of the 1973 General Plan, as amended.

In conclusion, the revised policies and proposals of the General Plan substantially modify and alleviate impacts anticipated under previous General Plan policy. In the long-term, the community and the county will benefit by committing less land to urban development while meeting reasonable forecasts of growth in population and economic activity. The proposed project (up-date General Plan) is justified now in order to meet changing conditions and needs and to reflect current mandates of State Planning Law. Postponement of action would lead to the negative effects of alternatives described above.

G. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES
AND GROWTH-INDUCING IMPACT

These subjects have already been discussed under previous sections of this EIR and in Parts II and IV of the General Plan document.

H. EFFECTS FOUND NOT TO BE SIGNIFICANT

Effects found not to be significant are listed and described in the attached Initial Study for Environmental Assessment.

I. REPORT PREPARATION

ORGANIZATIONS AND PERSONS CONSULTED

REPORT PREPARATION

This report was prepared by Robert E. Grunwald of Grunwald & Associates, City, Regional & Environmental Planning Consultants, 730 Laura Lane, Hanford, California, 93230; Telephone (209) 584-7913.

ORGANIZATIONS AND PERSONS CONSULTED

City of Hanford

James Beath, Planning Director (and staff)

James Armstrong, City Manager

Don Dodge, Director of Public Works (and staff)

County of Kings

Charles Gardner, Director of Planning (and staff)

Keith Winkler, Division of Environmental Health,
Department of Public Health

Others

John Zumwaldt, Zumwaldt - Hansen & Associates, Civil Engineers and consultants to the City of Hanford.

APPENDIX "A"

ENVIRONMENTAL CHECK LIST FOR INITIAL STUDY

I. BACKGROUND

1. Name of Proponent City of Hanford
2. Address and Phone Number of Proponent:
City Hall, Hanford, CA
3. Date of Checklist Submitted November 25, 1984
4. Agency Requiring Checklist Hanford City Planning Commission
5. Name of Proposal, if applicable 1983-1984 Update of the Hanford General Plan

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
1. <u>Earth.</u> Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic structures?	<u> </u>	<u> </u>	<u>X</u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u> </u>	<u> </u>	<u>X</u>
c. Change in topography or ground surface relief features?	<u> </u>	<u> </u>	<u>X</u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u> </u>	<u> </u>	<u>X</u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u> </u>	<u> </u>	<u>X</u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u> </u>	<u> </u>	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards?	_____	_____	<u>X</u>
2. <u>Air.</u> Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	_____	<u>X</u>	_____
b. The creation of objectionable odors?	_____	_____	<u>X</u>
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u>
3. <u>Water.</u> Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh water?	_____	_____	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	<u>X</u>	_____	_____
c. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>X</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u>X</u>
f. Alteration of the direction or rate of flow of ground water?	_____	_____	<u>X</u>
g. Change in the quantity of ground waters either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>X</u>
i. Exposure of people or property to water-related hazards such as flooding or tidal waves?	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
4. <u>Plant Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	_____	_____	<u>X</u>
b. Reduction of the number of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
c. Introduction of new species of plants into areas or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
d. Reduction in acreage of any agricultural crop?	<u>X</u>	_____	_____
5. <u>Animal Life.</u> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of animals?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	_____	_____	<u>X</u>
6. <u>Noise.</u> Will the proposal result in:			
a. Increases in existing noise levels?	<u>X</u>	_____	_____
b. Exposure of people to severe noise levels?	_____	_____	<u>X</u>
7. <u>Light and Glare.</u> Will the proposal produce new light or glare?	_____	_____	<u>X</u>
8. <u>Land Use.</u> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	_____	_____
9. <u>Natural Resources.</u> Will the proposal result in:			

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
a. Increase in the rate of use of any natural resource?	_____	_____	<u>X</u>
b. Substantial depletion of any non-renewable natural resource?	_____	_____	<u>X</u>
10. <u>Risk of Upset.</u> Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u>X</u>
11. <u>Population.</u> Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>X</u>	_____	_____
12. <u>Housing.</u> Will the proposal affect existing housing, or create a demand for additional housing?	<u>X</u>	_____	_____
13. <u>Transportation/Circulation.</u> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<u>X</u>	_____	_____
b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	_____	_____
c. Substantial impact upon existing transportation system?	<u>X</u>	_____	_____
d. Alterations to waterborne, rail or air traffic?	_____	_____	<u>X</u>
e. Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	<u>X</u>	_____
14. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas?			
a. Fire protection?	_____	<u>X</u>	_____

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
b. Police protection?	_____	<u>X</u>	_____
c. Schools?	_____	<u>X</u>	_____
d. Parks or other recreational facilities?	<u>X</u>	_____	_____
e. Maintenance of public facilities, including roads?	<u>X</u>	_____	_____
f. Other governmental services?	<u>X</u>	_____	_____
15. <u>Energy.</u> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<u>X</u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	_____	_____	<u>X</u>
16. <u>Utilities.</u> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	_____	_____	<u>X</u>
b. Communications systems?	_____	_____	<u>X</u>
c. Water?	_____	<u>X</u>	_____
d. Sewer or septic tanks?	_____	_____	<u>X</u>
e. Storm water drainage?	<u>X</u>	_____	_____
f. Solid Waste and disposal?	_____	_____	<u>X</u>
17. <u>Human Health.</u> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	<u>X</u>
b. Exposure of people to potential health hazards?	_____	_____	<u>X</u>
18. <u>Aesthetics.</u> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of any aesthetically offensive site open to public view?			
	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
19. <u>Recreation.</u> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	<u>X</u>	_____	_____
20. <u>Archaeological/Historical.</u> Will the proposal result in an alteration of a significant archaeological or historical site, structure, object or building?	_____	_____	<u>X</u>
21. <u>Mandatory Findings of Significance.</u>			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	_____	<u>X</u>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).	_____	_____	<u>X</u>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).	<u>X</u>	_____	_____
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	<u>X</u>

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

(See attached sheets)

IV. DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: _____

James Beath, Planning Director,
City of Hanford

FOR: Hanford City Planning Commission
and City Council



C124889088

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

2. Air: The proposal could result in substantial air emissions, and should be discussed in the project EIR.
3. Water: The project will result in changes in the rate and amount of surface water runoff. Because the City is implementing a newly adopted Master Drainage Plan for the Hanford Urban Area, no significant effects will occur.
4. Plant Life: The proposal will result in the reduction of agricultural acreage surrounding the community over time. However, no significant effect will occur since land use proposals call for less conversion of agricultural land than proposed under the 1973 General Plan, as amended.
6. Noise: Increases in existing noise levels will occur due mostly to increases in traffic on Arterial and Collector streets. No significant effect will occur because policies of the Noise Element of the General Plan are intended to mitigate such increases.
8. Land Use: No significant effects are expected because policies and proposals of the General Plan are intended to off-set many of the impacts implicit in the 1973 General Plan, as amended. Nevertheless, this subject should be addressed in the project EIR to fully explain potential impact.
11. Population: The project will alter the density of population and reduce the extent of population distribution required over the planning period of approximately 20 years. No significant effect is anticipated because land use proposals call for a contraction in the amount of land to be affected.
13. Transportation: The project will have the indirect effect to increase vehicular movement, require new off-street parking in the Central Business District, require the widening and improvement of existing Arterial and Collector streets and increase hazards to vehicles, bicyclists and pedestrians. However, no significant effect is anticipated if policies of the General Plan are implemented.
14. Public Services: All public services could be adversely affected. The EIR should address these factors.
16. Utilities: Development under General Plan policies and proposals will create the need for new and/or expanded facilities for water supply and surface water drainage. These subjects should be addressed in the project EIR.

